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WILLIAM F. HARNDEN,
The originator of the Express Business.

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HISTORY
OF THE
EXPRESS COMPANIES:
AND THE ORIGIN OF
AMERICAN RAILROADS.

TOGETHER WITH
SOME REMINISCENCES OF THE LATTER DAYS OF THE MAIL
COACH AND BAGGAGE WAGON BUSINESS IN THE
UNITED STATES.

BY
A. L. STIMSON.

(SECOND EDITION.)



NEW YORK:
FOR SALE AT THE EXPRESS OFFICES THROUGHOUT THE
UNITED STATES.
1858.



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Typical business
Transactions



ADVERTISEMENT.

[SECOND EDITION.]

Since issuing, to a few hundred subscribers among the Express and Railroad men, first edition of the History of the Origin of Railroads, and the Rise and Progress of the Express Business, the Author has received from the respected widow of WILLIAM F. HARNDEN, (now residing with her two sons in California,) the likeness of her late husband, which will be found inserted in the present edition. Mrs. Harnden, by the way, (we will here state, to correct an error in the account of Harnden's enterprise,) was a daughter of John Fuller. The author avails himself of this opportunity to say, also, that the friends of Harnden insist, and justly, perhaps, that the idea of the first Express was entirely original with himself.

A. L. S.

NEW YORK, *October 1st.*, 1858.

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PART FIFTH.

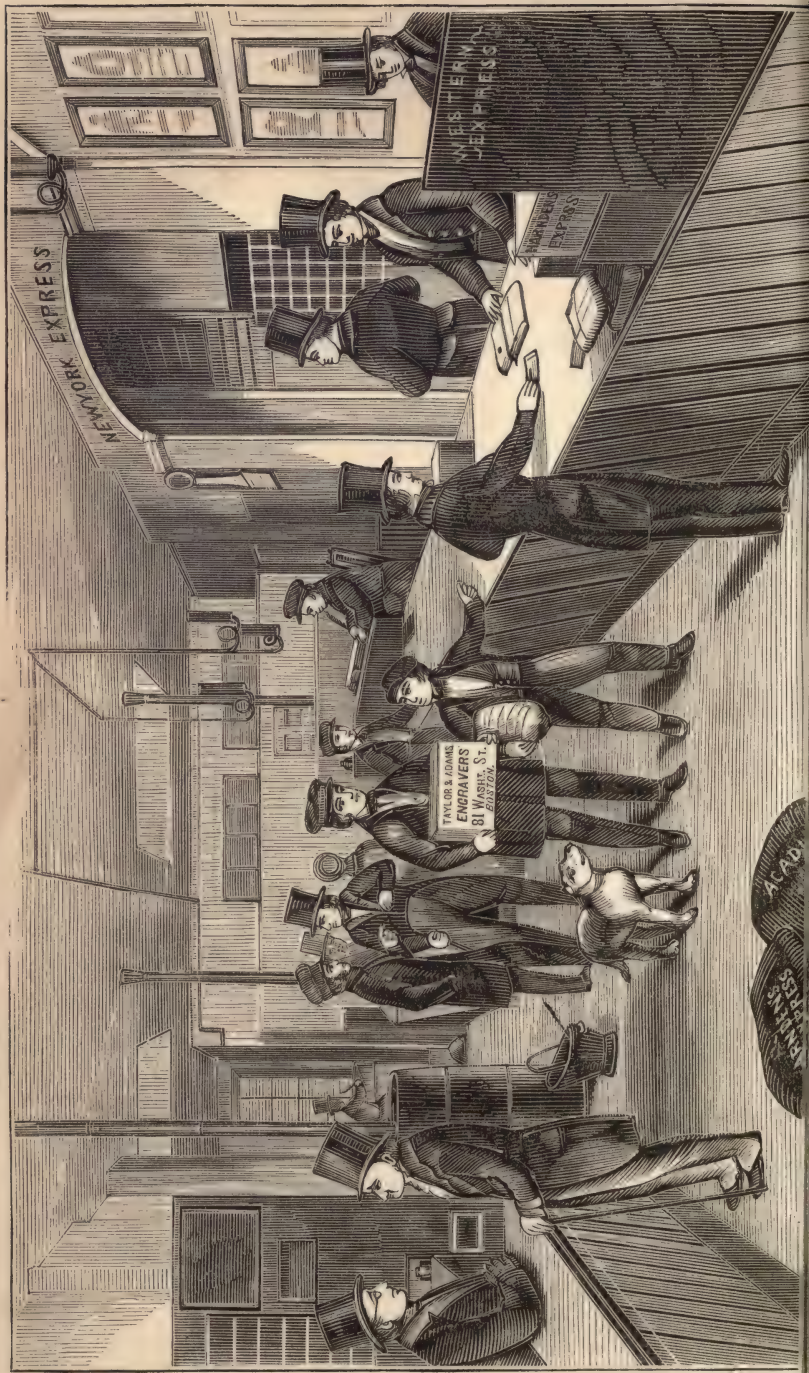
Devoted to Express and Railroad Anecdotes, Express routine, and to laws relating to Express liability as public carriers.

This shows the best manner of keeping Express accounts, and the most approved mode of conducting the Express business; what blanks and forms of receipts and books are preferred; and, in short, it will convey a great deal of useful instruction to new beginners.

The principal robberies of the Express are reported in this book, and many other things of deep interest.



FAC-SIMILE OF AN ENGRAVING OF HARDEN & CO.'S OFFICE, IN BOSTON, IN 1841.









P R E F A C E .

IN the following work the author proposes to treat of the origin of Railroads in this country, and the decline and fall of the Stage-Coach lines ; but his main object is an exposition of the rise and progress of the Express Interest.

The growth of the Express service has been compared to that of "a mushroom over night;" and, considering the present extent, magnitude, and ubiquitous operation of the business, it certainly is a matter for astonishment that its origin should date back less than twenty years.

From the recentness of the institution, and the simple process by which it has attained to an importance second only to that of railroads, there has been little inducement to prepare for the press any thing like a full and accurate history of the causes which led to its establishment, and the men and methods by which it has become what it is.

The facts, however, even if regarded only in a light purely utilitarian, are well worthy of being put upon record for future reference ; and it would be unwise to defer the task until those shall have passed away who, having nursed and tended the business in its infancy, are the best sources of information relative to its early history.

But apart from those useful facts, the Express experience has had its share of novel and interesting characteristics, and is still marked by peculiarities the description of which will repay the perusal. That it redounds greatly to the credit of American enterprise, who can deny ?

Nor is it entirely a work of supererogation to devote a few pages to reminiscences of a class of carriers who, prior to the creation of railroads and expresses, served the public faithfully in a similar capacity. The Stage-Coach proprietors, drivers, and agents, and the keepers of travellers' hotels and way-side inns, who found their occupation gone when the railroads came into use, were not without a multitude of sympathizers at the time, but, nevertheless, there is nowhere to be found any record whatever to remind us of the last days of a business, once the pride of the world, and for centuries coextensive with civilization itself. The present work aims to remedy, in some degree, that oversight.

A kindred topic considered (without which no history of the Express service would be complete) is the origin of Railroads, with some account of those in operation in America before the establishment of the parcel and package express. The author has taken some pains, therefore, to give the dates of the incorporation of all the important Railroads in the United States, together with some facts concerning their foundation and management.

Such of them as are in Massachusetts were for the most part constructed before Harnden's enterprise was known; hence we have preceded our account of his Express in this, the initial number of the serial history, by some useful facts relative to the origin of Railroads in that State. In future parts of this work, the author will endeavor to do justice to the pioneer railroads in other sections of the country.

NEW YORK, March, 1858.



HISTORY OF THE EXPRESS BUSINESS.



THE ORIGIN OF RAILWAYS, THE DECLINE OF THE STAGING
INTEREST, AND THE RISE AND PROGRESS OF HARNDEN'S
EXPRESS ENTERPRISE.

IN giving a history of the origin and rise of the Express Business, it will be proper, as well as philosophical, to consider, first, the *causes*. Wm. F. Harnden was not responsible for these. To him belongs the credit of recognizing a public want before the public had any definite idea of what the want was; and not merely recognizing it, but going practically and with characteristic energy to work to supply it. We propose to render in this book a minute and accurate record of his enterprise, not merely in justice to his memory, as the beginner and earliest practical worker of an institution which, for rapid growth and business importance, is without a parallel, but because the facts are of interest to the public, and deserve a place in the commercial history of our age. Nor would it be proper to limit our narrative to the enterprises of Harnden,

alone. When he had justified the feasibility of his project by its success, the motive power of "*competition*" was superadded to his previous stimulus, by the creation of one rival express after another, until the whole land was literally lined with them. We shall attempt to do justice to them all, in due course.

But, for some years anterior to any of these enterprises, there had been certain causes at work, and, the better to appreciate the nature and force of them, we must indulge in a retrospective glance at the last days of the old-fashioned Stage-Coach business, and the advent of Railroads and Steamships. And first, let us take a long look back to the stage-coach service. It existed for several centuries, and for fifty or sixty years prior to the construction of the first railroad, it was regarded as a "crack" institution, worthy of illustration by the best artists. A highly spirited picture, usually a colored engraving, representing the London Mail Coach, crowded with passengers, inside and out, and drawn by four or six fine horses, dashing over the highway at a spanking rate, was considered as worthy of a place in gentlemen's houses in England, any time during the first half of the present century. The taste and skill of good artists were tasked to depict "the team" in every possible situation,—in the act of changing for relays; or pawing the ground at the starting place, snuffing eagerly the morning air, and impatient to be off; or in the more unfortunate fix of an overturn, or break-down. In all these various

engravings, many of which are still extant, in this country as well as abroad, both coach and horses are always represented as fine-looking and creditable to the institution. Probably the Americans, as a people, have never felt half that love and admiration for horse flesh which have been characteristic of the men and women of old England, but it is due to the proprietors of stage lines in the United States, and more especially in New England, during twenty years or more, prior to the origin of railroads, to record that the change which followed that era in the transportation of passengers, was in no degree owing to any inferiority of their teams to the English. Their animals were the best that could be procured for the purpose, and their coaches (we speak from personal knowledge of those then used in Massachusetts) handsome and costly. That they were numerous may be inferred from the fact that, in 1829, there were 77 lines starting from Boston. In 1832 the number had increased to 106, and they were all driving a flourishing business at that time, and continued to do several years longer; for though the railway system was projected in Massachusetts in 1830, it was not in operation until 1834. For list of stage lines we refer the curious to the Massachusetts Register of that period; also Badger & Porter's* Stage Register, 1830-'5.

An important person was the stage-driver in those days, when locomotives were a class of mon-

* They were publishers of the Boston Traveller. Porter was a brother to the Editor of the *Spirit of the Times*.

sters as yet unknown, and the free earth had not felt the iron shackles of the railway. Commonly a portly, florid-faced man, with an air of authority that was most impressive, as he sat upon his box grasping the reins of his four or six-in-hand, he was looked up to by all sorts of people. As a celebrity, he certainly ranked as high as the Squire, or even as the minister; and this is saying not a little, for hardly a quarter of a century has passed since clergymen were revered full as much as the magistrates. That was before locomotives had been dreamed of; and post-roads and turnpikes were thought, by the great body of the people, to be fast enough. Had it been said to that corpulent commodore-like man, with the whip, reins and fate of fifteen passengers in his hands, that two parallel iron rails and a tea-kettle on wheels would, at some future day, dethrone him from his imperial position, and render staging not only unfashionable, but almost obsolete, he would have stared in astonishment, or smiled in pity, upon the speaker, as either a fool or a madman. The stage-coach he regarded as indispensable as we now think the railroad and express. In addition to the conveyance of passengers, the driver had a multitude of other duties to perform upon his route. There were messages to deliver, notes and bills to pay or collect, and nice articles to purchase, beside the business (more important than all the rest) of delivering to banks and brokers packages of money for redemption, deposit, or exchange. Some of the old stage-drivers, on this

account, aver roundly that they were themselves the original expressmen; but, however similar their service, it was never known by the name of express business, and was no more entitled to be called so than were the labors of the baggage-wagoners.

The profits of the errand business was, we believe, the drivers' perquisites. Many of these persons were possessed of some property, and were what is called "well-to-do in the world." They were, in numerous instances, either sole or part owners of their vehicles. They had no system in their errand and parcel business: it was all in their heads, *and their hats*. A stage-driver's hat—even in those days when the monstrous "bell crown" was the fashion—was usually filled with letters and parcels. Some of them aver that they became prematurely bald in consequence.

We confess to an amiable curiosity to know what has become of all the good fellows who used to be connected, either as proprietors, drivers, or agents, with these lines, but we cannot hope to have it in our power to refer personally to more than a very few of them. Yet it is our purpose to make mention of many of those, who, before they were crowded out by the railroads, were the most useful and highly valued servants of the public, on the routes now used by the express companies throughout the country.

Perhaps we shall be permitted to jot down in this place a few memoranda which we have gleaned from the old files of the *Boston Directory*, through

the politeness of its enterprising and indefatigable proprietor, Mr. George Adams, and from some of the earlier volumes of the *Daily Evening Transcript*. —the latter invaluable journal dating back as far as the summer of 1830, when it was established by Lynde M. Walter, and Dutton & Wentworth.

In 1829, just ten years prior to Harnden's enterprise, "the Albany coach, via Troy and Greenfield, and Boston Union Centre Line," used to leave Boston on Tuesday, Thursday, and Saturday, and arrive in Albany on the third day to dine. Distance 160 miles; fare \$6 00.

The "Mail Line" to Albany, via Northampton, left on Monday, Wednesday, and Friday, and arrived in Albany next day at 7 P. M. Distance 169 miles; fare to Northampton, \$4 50; to Albany, \$8 75.

The extra fare by the Mail, is to be ascribed of course to the superior speed of that line.

An "Accommodation Line," arriving in Albany on the third day, charged a fare of \$7 00.

Another, foreshadowing the Express perhaps, used to beat the mail by an hour: fare \$8 75.

There were two or three other lines from Boston to Albany. The stage fare to Worcester in those days was two dollars. It was currently believed, that if there should ever be a railroad on that route, the fare would not exceed fifty cents.

"The Boston and New York Mail Coach" left daily at 1 P. M.; arrived at Hartford next morning at 6, in New Haven at 2 P. M., and in New York at 6 P. M., second day.



The fare from Boston to Concord, New Hampshire, was \$3 00; to Portland, Maine, it was \$8 00.

"The Boston and Providence Citizens' Stages," used to leave the Marlboro Hotel at 5 A. M. daily, "to meet the Providence boats;" fare \$2 50.

In 1830, (the year in which the Boston and Lowell Railroad was chartered,) there was a line of Boston, Lowell, and Nashua stages, which left the Marlboro Hotel daily, at 7 A. M., for Amherst, New Hampshire; Windsor, Royalton, and Burlington, Vermont; Montreal and Quebec. Four years afterwards, we find E. W. Lawrence advertising, at Lowell, the "North Star Line of Stages," from Boston, to Keene, New Hampshire

The "*Package Express*" of modern times was unknown until Harnden started it, but special expresses for the transmission of important private or public intelligence have been in use, occasionally, for hundreds of years past. These expresses were usually conveyed upon fleet horses, with frequent relays at intervals upon the route. Life and death often depended upon their speed, and not a few illustrious political offenders have had to thank the riders for their timely relief from the edge of the axe, or the pressure of the rope. Even whole cities, when about to yield to besieging armies, have been saved by these expresses. A case of this sort was that alluded to by Browning, in his fine poem of "*How they brought the good news from Ghent to Aix*."

As it presents a graphic picture of the Express Rider, and reminds us of some similar equestrianism

by Express messengers in California, it will not be inappropriate to insert it here.

I.

I sprang to the stirrup, and Joris, and he ;
I galloped, Dirck galloped, we galloped all three ;
" Good speed !" cried the watch, as the gate bolts undrew ;
" Speed !" echoed the wall to us galloping through ;
Behind shut the postern, the lights sank to rest,
And into the midnight we galloped abreast.

II.

Not a word to each other ; we kept the great pace,
Neck by neck, stride by stride, never changing our place ;
I turned in my saddle and made the girths tight,
Then shortened each stirrup, and set the pique right,
Rebuckled the cheek-strap, chained slacker the bit,
Nor galloped less steadily Roland a whit.

III.

'Twas moonset at starting ; but while we drew near
Lokeren, the cocks crew and twilight dawned clear ;
At Boom, a great yellow star came out to see ;
At Duffeld 'twas morning as plain as could be ;
And from Mecheln church-steeple we heard the half-chime,
So Joris broke silence with, " Yet there is time !"

IV.

At Aerschot, up leaped of a sudden the sun,
And against him the cattle stood black every one,
To stare thro' the mist at us galloping past,
And I saw my stout galloper Roland at last,
With resolute shoulders, each butting away
The haze, as some bluff river headland its spray.

V.

And his low head and crest, just one sharp ear bent back
For my voice, and the other pricked out on his track ;
And one eye's black intelligence,—ever that glance
O'er its white edge at me, his own master askance !
And the thick, heavy spume-flakes which aye and anon
His fierce lips shook upwards in galloping on.

VI.

By Hasselt Direk groaned; and cried Joris, "Stay spur!
Your Roos galloped bravely, the fault's not in her,
We'll remember at Aix"—for one heard the quick wheeze
Of her chest, saw the stretched neck and staggering knees,
And sunk tail, and horrible heave of the flank,
As down on her haunches she shuddered and sank.

VII.

So we were left galloping, Joris and I,
Past Looz and past Tongres, no cloud in the sky;
The broad sun above laughed a pitiless laugh;
'Neath our feet broke the brittle, bright stubble like chaff;
Till over by Dalhem a dome-spire sprang white,
And "Gallop," gasped Joris, "for Aix is in sight!"

VIII.

"How they'll greet us!"—and all in a moment his roan
Rolled neck and croup over, lay dead as a stone,
And there was my Roland to bear the whole weight
Of the news which could save Aix from her fate,
With his nostrils like pits full of blood to the brim,
And with circles of red for his eye-sockets' rim.

IX.

Then I cast loose my buff-coat, each holster let fall,
Shook off both my jack boots, let go belt and all,
Stood up in the stirrup, leaned, patted his ear,
Called my Roland his pet name, my horse without peer;
Clapped my hands, laughed and sang, any noise, bad or good,
Till at length into Aix Roland galloped and stood.

X.

And all I remember is, friends flocking round
As I sat with his head twixt my knees on the ground.
And no voice but was praising this Roland of mine,
As I poured down his throat our last measure of wine,
Which (the burgesses voted, by common consent,)
Was no more than his due who brought good news from
Ghent.

Special Expresses, for the conveyance of important public news were sometimes employed by the enterprising New York Press. In the *Boston Daily Eve. Transcript* of Dec. 11, 1830, we find the following paragraph, by Lynde M. Walter, the editor.

“PRESIDENT’S MESSAGE.—Some little idea of the opposition that exists amongst New York Editors may be formed when we mention that so great was the anxiety to get the start of each other, and have the credit of being out first, that three *Expresses* were employed by the printers of that city. The *Courier and Enquirer* engaged one to bring on President Jackson’s Message to them *only*; the Journal of Commerce received it by *special* express; and other papers had a third in common to them all. The *Courier and Enquirer*, speaking of it says, “It was delivered yesterday at 12 o’clock, and conveyed from thence to Baltimore by Express. From Baltimore to Philadelphia by steamboat; and from Philadelphia to this city by our Express in six hours and twelve minutes, notwithstanding the bad situation of the roads. We would have been able to lay it before our readers at an earlier hour had not our Express between Baltimore and Washington lost all his copies. As it is we have incurred an expense of nearly three hundred dollars.”

It is, perhaps, needless to say, that railroads not being in use at that time these news expresses were conveyed upon fast horses; the relays being frequent. The example of the New York Editors was afterwards imitated in Boston, by Richard Haughton of the *Atlas*, and others.

We now come to a consideration of the origin of



an institution, but for which such an establishment as a package Express Office might never have been known. We allude, of course, to the RAILWAY.

In Judge Redfield's very valuable "*Practical Treatise upon the Law of Railroads*," he states the following facts by way of introduction: "Although some of the Roman roads, like the Appian Way, were a somewhat near approach to the modern railway, being formed into a continuous plane surface, by means of blocks of stone closely fitted together, yet they were, in the principle of construction and operation, essentially different from railways. The idea of a distinct track for the wheels of carriages, does not seem to have been reduced to practice until late in the seventeenth century. In 1676 some account is given of the transportation of coals near Newcastle upon the river Tyne, upon a very imperfect railway, by means of rude carriages, whose wheels run upon some kind of rails of timber. About 100 years afterwards, an iron railway is said to have been constructed, and put into operation at the colliery near Sheffield. From this time they were put into very extensive use for conveying coal, stone, and other like substances, short distances, in order to reach navigable waters, and sometimes near the cities where large quantities of stone were needed for building purposes.

"These railways, built chiefly by the owners of coal mines and stone quarries, either upon their own land, or by special license, called way-leave, upon the land of others, had become numerous long before

the application of steam power to railway transportation.

“Some few questions in regard to these railways, or *tram-ways*, at common law, have arisen in the English courts.

“All railways, or similar corporations, in this country, exist, or are presumed to have originally existed, by means of an express grant from the legislative power of the State, or sovereignty.

“The first use of locomotive engines upon railways for general transportation, does not date further back than October, 1829; and all the railways in this country, with one or two exceptions, have been built since that date.”

“The celebrated trial of locomotive engines, upon the Liverpool and Manchester Railway,” (says Judge Redfield, in a concluding note,) for the purpose of determining the relative advantage of stationary and locomotive power upon such roads, and which resulted in favor of the latter, was had in October, 1829.”

Another authority, viz. two large volumes devoted to the Railroad laws of New England, gives us the data of all the railway enterprises of Massachusetts, Maine, New Hampshire, Vermont, Connecticut, and Rhode Island.

The earliest use of the railway principle, in America, was by the “Quincy Granite Railway Company,” (Thos. H. Perkins, Wm. Sullivan, Amos Lawrence, David Moody, Solomon Willard, Gridley Bryant, “and their associates,”) who were chartered by the





legislature of Massachusetts, March 4, 1826. Their capital was \$100,000, and their privilege was "the conveyance of stone and other property." By an act passed April, 1846, they were authorized to transport passengers between Boston and Quincy, but they did not avail themselves of this liberty.

In June, 1828, the legislature of Rhode Island authorized Massachusetts, or any company within that State, to extend to the city of Providence, any railroad which, during the next six years, it might build to the contiguous boundary.

In 1829, Massachusetts incorporated "*the Worcester Railroad*," (S. B. Thomas, Wm. E. Green, A. J. Allen, and others, capital \$50,000,) but the terms not being complied with in the stipulated time, the charter was annulled.

In the same State, the same year, Francis J. Oliver, Wm. Goddard, Nath'l Hammond, "and their associates," were incorporated as the *Franklin Railroad Company*; but the road was never built.

In 1830, H. G. Otis, Jos. Cooledge, Israel Thordike, Wm. Prescott, F. J. Oliver, and Phineas Upham, were incorporated as the "*Massachusetts Railroad Corporation*," to construct a railroad from Boston to Albany or Troy. Its capital was not to exceed three and a half millions, and its charter was to be avoided if 5,000 shares of the stock were not taken, and one-third of the road located prior to 1831. We believe that the contemplated enterprise was never begun.

The "*Boston, Providence, and Taunton Railroad*

Company," (F. Tudor, R. D. Tucker, John S. Boies, T. B. Wales, L. Foster, and Wm. Foster,) were incorporated March 12th, 1830. The charter was to be avoided if the stock should not have been subscribed for by January 1st, 1831, or the road completed as early as 1835. This, we believe, failed to go into effect.

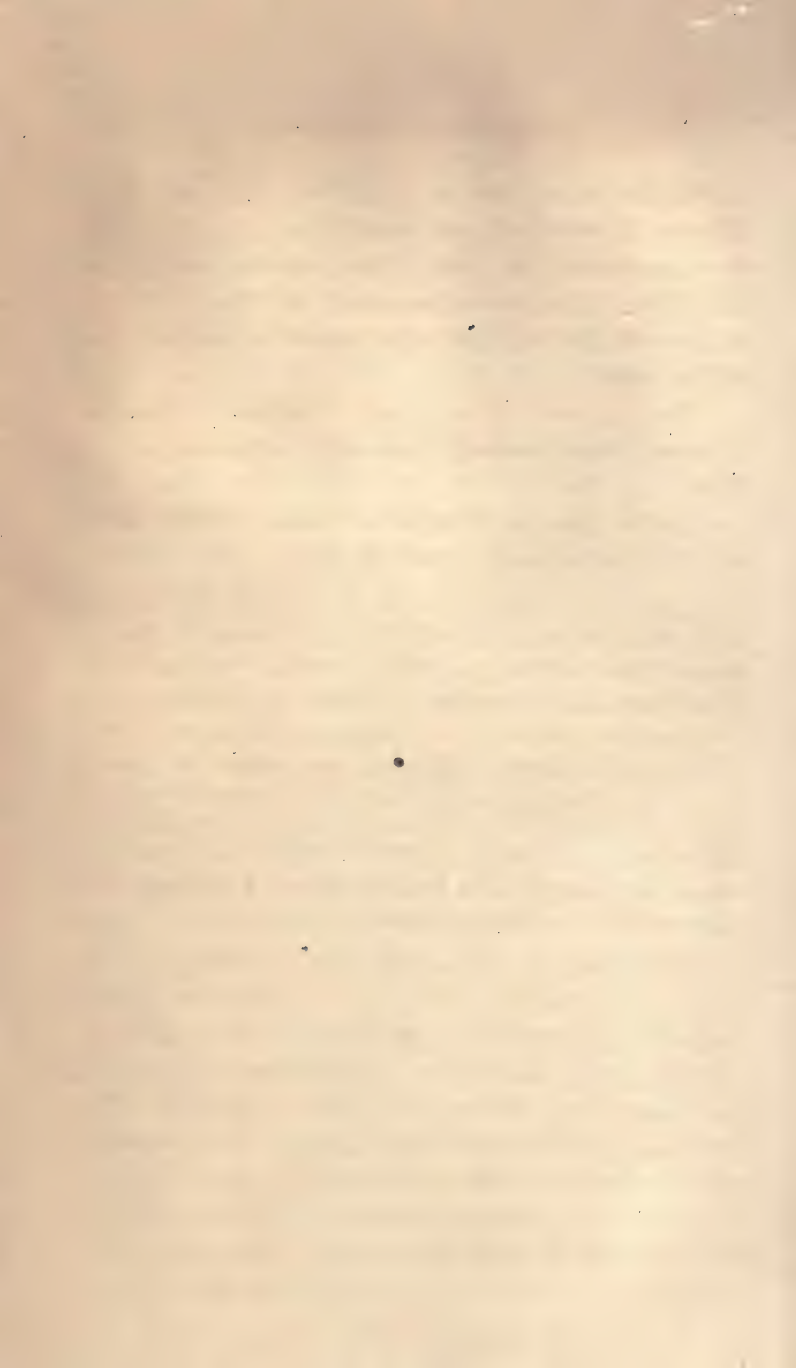
The "*Boston and Lowell Railroad Company*," was chartered in the winter of 1830: original capital \$500,000. The founders were John F. Loring, Lemuel Pope, Isaac P. Davis, Kirk Boott, Patrick T. Jackson, G. W. Lyman, and D. P. Parker.

In 1831, Massachusetts incorporated the West Stockbridge Railroad Company, which charter was merged, in 1840, in that of the "*Hudson and Berkshire Railroad Company*."

In June, 1831, the "*Boston and Providence Railroad Co.*" was chartered by the Legislatures of Massachusetts and Rhode Island. John Bryant, Jos. W. Revere, Geo. Hallett, and B. R. Nichols were the petitioners in Massachusetts, and Sam. Whittemore, John F. Gray, R. P. Bell, and Jos. Goddard in Rhode Island.

June, 1831, Massachusetts incorporated the Boston and Taunton Railroad Company; (Cyrus Alger, Israel Thorndike, T. H. Perkins, David Sears, Sol. Willard, Nathan Hale, Wm. Prescott, Sam. A. Elliot, J. K. Mills, A. Atkinson, Wm. Rollins, Sam. Crocker, Charles Richmond, and Edmund Dwight.) Capital \$1,000,000. The time given for the completion was extended from 1836 to 1837.





In the same year, in June, Wm. Sturgis, Amos Birney, Henry Williams, Geo. Bond, Jos. T. Buckingham, and others were incorporated as the Boston and Ontario Railroad Company; the road to begin at Lowell, and extend to northwest or westerly line of the State.

The present Boston and Worcester Railroad Company was projected as early as the summer of 1830.

In the *Boston Courier* of January 12th, 1831, we find the following paragraph:

RAILROAD MEETING.—A meeting of the friends of a railroad was held at the old Common Council Room last evening. Elijah Morse officiated as Chairman, and Andrew J. Allen as Secretary. A committee consisting of Richard Fletcher, Henry Williams, Eliphalet Williams, Geo. Bond, and Amos Binney, were appointed to aid the Committee of the Common Council to procure an act empowering the city to subscribe a million of dollars for railroad stock, as *prayed for by the meeting of citizens held last summer in Faneuil Hall.*

This resulted successfully, and the Company was chartered June 23d, 1831. It was the first passenger railroad actually in operation in New England, and Wm. F. Harnden was conductor of the first train ever run. It was in the spring of 1834. The "Boston and Lowell" did not go into operation until a year subsequently, when it was finished. The opening of the "Boston and Worcester" was the occasion of much interest and enthusiasm in the former city.

In the *Boston Daily Advertiser*, of April 9th, 1834, there occurred the annexed notice of the commencement of passenger travel upon it as far as Newton; only about one quarter of the entire distance (which is 44 miles) being then completed.

“Boston and Worcester Railroad.”—The Directors yesterday invited about a hundred and fifty gentlemen to make an excursion on the road to Newton. They started at twenty minutes past 4 o’clock, in eight passenger cars. After proceeding a short distance, their progress was interrupted by the breaking of a connecting rod, between two of the cars. This accident caused a considerable delay, in consequence of the want of the proper materials for repairing it, and unfortunately the same accident occurred three or four times during the excursion. In consequence of these delays, and a short stop at Newton, for the purpose of taking refreshment, the party did not arrive at the depot on their return until twenty minutes past 8 o’clock. The cars were all used on this occasion for the first time, after standing several months, and they were in consequence in bad order for use. * * * The motion also was much slower than it would have been had the cars been in travelling condition. The load was evidently moved by the engine with less ease, than double the weight of earth on the working cars heretofore used. * * * They will, in a few days, commence running regularly between Boston and Newton, two or three times a day. A second engine was successfully tried on the road yesterday morning.”

The passenger cars employed were scarcely larger than the smaller omnibuses now in use.

The conductor passed from one to another by *hanging on* to the outside.

Nathan Hale, the editor of the *Boston Daily Advertiser*, was, for several years, President of this Railroad. He had distinguished himself as the friend of the enterprise, upon its inception, and gave the Railroad movement, in all quarters, not only his own personal co-operation, as far as was in his power, but devoted a large space in his influential journal to its advocacy and development. Eliphalet Williams, Amos Binney, and P. P. F. Degrand, (the latter, a Frenchman, who had passed the most of his life in Boston,) were also very active and efficient in the same cause.

At this time, there was a Boston and Albany line of stages via Fitchburg—through in two days: Horace Brown, agent, in Boston. He was also agent of a line to Albany via Greenfield; also of lines to Bolton, Lancaster, Leominster, Fitchburg, Nashua, and Keene. Job Brooks was agent of the Norwich stage, and also of the Middle Road Line to New York, via Hartford and New Haven, and thence by steamboat; also of the steamboat Peacock, the only boat on the line from Norwich and New London to New York: fare from Boston to New York, \$8.

Allen & Co. were agents (1834) of the steamboat Chancellor Livingston, Captain Carter, to Portland, from Boston, (fare \$3 and found,) and on the route J. B. Smith was agent of the steam-packet MacDonough.

The "Boston, Norwich, and New London R. R. Company," was incorporated by Connecticut, in 1832. The same State chartered, in May, 1832, the N. Y. and Stonington R. R. Company.

The "New York, Providence, and Boston Railroad," chartered by Rhode Island, in June, 1832, was united, by act of Legislature, with the "New York and Stonington Railroad" in 1833.

[In 1832, Massachusetts chartered what was intended to be the "Hoosac Rail or McAdamized Road Company," and the same year, the "New York and Berkshire Railroad."]

In 1833, the same Legislature incorporated Nathan Hale, David Henshaw, Geo. Bond, Henry Williams, Daniel Denny, Joshua Clapp, Eliphalet Williams and others, as the "Western Railroad Company," to build and use a Railroad beginning at the terminus of the Boston and Worcester Railroad in Worcester, and running thence to the Connecticut River, thence to Springfield, Massachusetts, and to Albany, New York. This was an enterprise of immense magnitude for a few individuals to undertake, and it received, therefore, assistance from the State Treasury. Fortunately for Massachusetts and Connecticut, it was seasonably completed, and has been the means of uniting the Eastern States in an indissoluble social and business union, productive of great good to both sections, but especially to the city of Boston, where the enterprise originated.

In 1833, Massachusetts chartered the "Andover

and Wilmington Railroad," which was subsequently merged in the Maine Railroad.

The "Boston and Providence Railroad and Transportation Company," was chartered by Rhode Island in 1834. The "Fall River Mill Road, Railroad and Ferry Company," was chartered in 1835.

In May, 1833, James Brewster, John Babcock, John S. Mitchell, and others were incorporated by Connecticut, as the "Hartford and New Haven Railroad Company."

In the spring of 1834, as before mentioned, the Boston and Worcester Railroad was in partial operation; and in the summer or fall of the same year, the Boston and Providence Railroad ran its passenger trains daily to Dedham, Massachusetts.

The Boston and Lowell Railroad was constructed at greater cost, and so thoroughly, that, though the work was pushed with vigor by William Sturgis, Patrick T. Jackson, and their associates, it was not completed until May, 1835. The foundation of this railway consisted of blocks of granite embedded in "rubble," the entire distance, 26 miles. The rails were secured to these stone ties, thus making a very firm and substantial road.

In the *Lowell Courier* of May 27th, 1835, we find the following notice of its first operation :

"LOWELL RAILROAD.—The first locomotive car was put on to this road yesterday; this afternoon steam power has been applied, and the movement of the machine tried on short distances. The Railroad is completed through the whole distance,

and ready for immediate use. To-morrow, it is expected, the engine with one or two of the cars will go to Boston and return, carrying a few persons, to test the operation. Afterwards, a few trips may be made during the week, but no regular times are yet announced for departure or return passage. Next week, probably, the cars will travel regularly between this town and Boston, and become a part of the stage line connecting the city with Concord, N. H. In connection with the Railroad, should be mentioned the steamboat on Merrimac River. Three years ago, the project of constructing such a boat to ply on the river above us, was pronounced a wild scheme; and it was generally believed that our enterprising townsmen who engaged in it would meet with heavy loss. Last summer the steamboat Herald ran from this place to Nashua through the season. * * * During the past year she has been cut in two and converted into a large boat. The proprietors intend that she shall commence running the same day with the Railroad."

✓ The stone foundation of this Railway was not found to be advantageous, after a thorough trial. There was no "give" to it, consequently the wear and tear of the rolling stock were much greater than upon other railroads. The rails were taken up a few years ago, and laid upon the common wooden cross-ties.

✓ The business of this Company became lucrative almost immediately, arising chiefly, however, from the transportation of immense quantities of cotton, wool, and other materials from Boston to the mills, and the manufactured goods to the city in return.







The "Boston and Old Colony Railroad" was chartered in 1835. In 1836, George Peabody, Wm. H. Foster, L. Thorndike, and others, were incorporated as the "Eastern Railroad Company."

The same year, the Boston and Maine Railroad was opened to Andover, Massachusetts, 23 miles.

The "Nashua and Lowell Railroad Company" was chartered in 1836; and the "Nashua (New Hampshire) and Worcester (Massachusetts) Railroad," in 1839.

In the latter year, the Eastern Railroad was opened for passenger travel from Boston to Salem, Massachusetts, 16 miles. A. Chase was Superintendent at that time. In 1840, it was opened to Portsmouth, New Hampshire, 56 miles; and to Portland, Maine, 107 miles, in 1841.

The Boston and Fitchburg Railroad was chartered by Massachusetts in 1842. This Company, when it went into operation, obtained a very large and profitable business, and its stock rapidly advanced above par. Its prosperity was unprecedented; but prodigal management, after a few years of good luck, caused its business to fall off and its stock to decline to half its par value. Nor has the management of this Railroad improved by bitter experience; yet, under a careful and sensible direction, it could be made one of the best paying stocks in the United States. C. C. Felton was its engineer, and its earliest superintendent.

The "Providence and Worcester Railroad Company" was incorporated in 1844, and the "Fall

River Railroad Company" in the same year; also, the "Vermont and Massachusetts Railroad Company."

The "New York and Boston Railroad Company" was chartered by Connecticut in 1846. In the same year, Rufus B. Kinsley, and others, were incorporated as the "Newport and Fall River Railroad Company."

Notwithstanding the projection of the three railroads, above named, in 1830, and their steady progress towards completion during the subsequent five years, the old lines of transportation were continued with unabated energy by their very efficient and liberal proprietors, as we well remember, and as any one may satisfy himself was the case, by turning to the newspapers of that eventful period.

In the Boston *Daily Evening Transcript*, (Vol. I,) we find an advertisement of the "*New York and Boston Steam Packet Line. To New York. Only 40 miles Land Carriage!*" Then follow vignettes of a steamboat and a handsome four-horse stage-coach, full of passengers, and two or three in a seat behind. "From Providence for New York daily, (Sundays excepted;) touching at Newport. FARE FIVE DOLLARS!" So it appears that the fares were as reasonable then, as now. By this line's "Arrangement for September, 1830, the Benjamin Franklin, Captain E. S. Bunker, leaves Providence, Sept. 1, 6, 10, 16, 21, 25, 29, at 12 M.; and New York, Sept. 3, 8, 14, 18, 23, 27, at 4 P. M. The Chancellor Livingston, Captain C. Coggeshall, leaves



Providence, Sept. 2, 7, 11, 15, 19, 24, 30, at 12 M.; the President, Captain R. S. Bunker, leaves Providence, Sept. 3, 8, 14, 18, 23, 27, at 12 M.; and New York, Sept. 1, 6, 10, 16, 21, 25, 29, at 4 P. M.; the Washington, Captain Comstock, leaves Providence, Sept. 4, 9, 13, 17, 22, 28, at 12 M.; and New York, Sept. 2, 7, 11, 15, 20, 24, 30, at 4 P. M. Stages leave Boston daily, (Sundays excepted,) at 5 A. M., and reach the Packets before their hour of starting. *Dinner on board; Meals extra. Dinner, 50 cents; Breakfast and Tea, 38 cents.*"

In October following, the fare was increased to \$6,—and the land carriage was stated to be 43 miles.

In the same journal, under date of October 29, 1830, we find C. B. Wilder's advertisement of a line to New York, *via* Hartford and New Haven, stages leaving Boston every Monday, Wednesday, and Friday, at 7 A. M. "Sup and lodge at Ashford, and arrive at Hartford at 10 A. M., next morning, before the departure of the steamboats for New York, and in New Haven same afternoon, at 5 o'clock. Fare reduced to \$6. Inquire for the Middle Road line of Stages."

Another was advertised, by the same Agent, as the "*Stage and Steam-Packet Line, via Norwich and New London. Only 80 miles Land-Carriage.*" The proprietors of the Boston and Norwich Line of Stages, *via* Thompson, it appears, had made an "arrangement with Captain Davison, of the Steamboat Fanny, to run during the cold season," rendering

“the trip to New York about as quick as by the way of Providence.” “Stages leave Boston every Tuesday, at half-past 11 o’clock, and Wednesday and Saturday, at half-past 2 A. M. ;” and passengers took the boat at Norwich, at 4 P. M. The trip from New York took from 3 P. M. until the evening of the next day. Fare “only six dollars;” from Norwich to New York, \$2.

In 1834, (April,) the steamer Boston, Captain Wm. Comstock, and steamer Providence, Captain Seth Thayer, were advertised as having been put in complete order, with low pressure engines and heavy copper boilers, to run between Providence and New York, 13 times each way during the month. The Benjamin Franklin, Captain Coleman, an opposition boat, left Providence three times a week for New York.

In the *Boston Transcript* of May 21, 1835, was the annexed notice:—

“NEW STEAMBOAT.—A letter, dated New York, on Tuesday afternoon, says, ‘Captain Comstock’s new boat, the LEXINGTON, starts on her first trip to Providence, on Friday morning next, (May 22, 1835,) at 4 o’clock. She is intended to run as A DAY BOAT, and will carry passengers to Boston the same day she leaves New York. He thinks she will run 20 miles an hour.’”

The melancholy fate of the Lexington is still vividly impressed upon the memory of thousands.

The steam-packet Bangor, Captain S. H. Howes,

(I. W. Goodrich, and U. W. Green, agents,) was running to Portland.

There were still in use two lines of stages from Boston to Albany, one to Worcester, and another to Providence. Stages continued to run from Boston to Amherst, Brattleboro', Bridgewater, Fitchburg, Gloucester, Greenfield, Keene, Lowell, New Bedford, Marblehead, Newport, Newburyport, Portland, Me., Portsmouth, Salem, Woonsocket, and many other places.

There were baggage-wagons for the transportation of packages and merchandise, and the execution of commissions, between the same city and Beverly, Fall River, Greenfield, Hubbardstown, Lynn, Methuen, New Bedford, Providence, Salem, South Reading, Taunton, Bristol, and Wareham. All these were very serviceable.

Upon the introduction of railroads, a very audible murmur arose from a numerous body of persons, composed mainly of those interested in the staging and stage-tavern business, but including in its ranks very many old-fashioned people, who shook their heads ominously at the innovation, and said it would produce more harm than good. Some did not hesitate to denounce it as an invention of the devil; others wanted to know, "What was to become of horse-flesh?" and asserted that the new mode of travelling would so depreciate the value of horses and mules, that it would not pay to raise them. The commentary upon this is, that horses have doubled in value since that period;

and though many thriving taverns and villages suffered materially when the mail-stage lines were withdrawn, many more new towns were built up, and the larger cities became greatly increased in business and population. Take away the railroads now, and what should we do?

✓ The public sympathy for the stage-drivers was universal and hearty. Many of them had served in that capacity from youth to advanced age. Some had driven the stage twenty, thirty, yes, forty years, upon the same route, and had become, as it were, "established institutions." The stage-driver of the olden time was a very different sort of a person from those who mount the box in these degenerate days. He had troops of friends, and was a prodigious favorite everywhere. As a matter of policy, if not of simple justice, the new companies made it a point to give employment to, or in some other way favor, the drivers and agents, whose lines their railway trains had supplanted. Many were made railroad-conductors, depot-masters, and freight-agents; others were given the "freedom of the road," and allowed to travel without charge—a privilege which they turned to good account. While the principal railways in Massachusetts were yet in process of construction, and passenger-trains were run over only a portion of the contemplated route, the stage lines were not entirely relinquished, but would connect with the different temporary termini of the railroads, and piece out the travel to the intended end. Most of the drivers doing this

kind of business, were partly compensated for their constantly diminishing fares, by being allowed a pass upon the encroaching railroad. For instance, when the Eastern Railroad was in operation only as far as Salem, Mass., the stage-driver, bringing passengers from Portsmouth, N. H., was allowed a pass in the next train to Boston; also, to return free. This enabled him to continue his old errand business between the metropolis and the principal places on his route.

Upon the "Boston and Worcester," and the "Boston and Providence" Railroads, as they approached completion, this sort of service assumed a different character. The stage-drivers ceased to pass in the cars, and a portion of their parcel and errand business became the perquisites of the conductors. The clerks of the different lines of steamboats plying between New York and Stonington, Providence, New London, and Norwich, were in the custom also of receiving parcels and orders, which, without any record or method of any kind, they passed over to the local Agents of the steamers to "put through" when convenient.

Three times as many parcels, however, went by private hands, without cost. Merchants and others, now living, who used to travel in those days between New York and Boston, will remember how they used to be burdened by their friends and acquaintances with money packages and bundles to deliver upon their arrival. If a person was going to New York, it was usually known a week or two before-

hand, and his friends and acquaintances would not only send their own bundles by him, but indicate him to others as a man who would accommodate them also. To such extremes was this practice carried, that strangers, even, used to be expected to afford the like favor, and had they declined, it would have been thought as churlish as for the passenger nearest the driver, in an omnibus, to refuse to pass another's fare.

There must have been more honesty, and more mutual confidence among men, in that age, than now prevail. We have known men who were in the custom of sending parcels of bank notes, drafts, acceptances and bills of exchange, between New York and Boston—brokers, for instance—to put them in the charge of passengers in the cars, or on board the steamboat, whom they “did not know from a side of sole leather.” The broker would rush down, with his money parcel, to the “John W. Richmond,” or the “Norwich,” just as the last bell was ringing, hoping to see a friend bound for Boston. Presently he would espy an acquaintance, and inquire if he was going through. If he replied in the negative, he would get him to introduce him to some one that was, and to *him* he would intrust his valuable bundle. It is no exaggeration to say, that hundreds of thousands of dollars, in bank-notes and other valuable paper, used to make the transit between these two cities, every year, in that unreliable manner.

James W. Hale, who came on from Boston, in the spring of 1836, and was employed by Robert E.



Hudson, at Hudson's News Room, in the old Tontine Building, at the corner of Wall and Water streets, subsequently became proprietor of that establishment, and styled it the "Tontine Reading Room." He was, also, agent of the steamer John W. Richmond, (the Providence boat,) and was in the habit of going down to her, every day of her leaving, to transmit newspapers, and a transcript of the latest intelligence, from his bulletin board, to the Boston editors. As the principal brokers were aware of this fact, and knew that he was acquainted with many Boston passengers, scarcely a day passed that they did not put packets of bank notes, &c., into his hands, with a request that he would intrust them "*to somebody who was going on,*" for delivery as addressed.

Everybody knew "Jim Hale;" William F. Harnden among the rest; and when the latter, worn out by working sixteen hours per day in the close confinement of the B. and Worcester Railroad ticket office, either relinquished his situation or obtained a short furlough, and visited New York, the Tontine Reading Room was his favorite place of call. This was either in the latter part of 1838, or in the beginning of 1839.

Harnden told Hale, one day, that the confined employment at which he had been engaged for the past three years had injured his health, and he was determined to seek some more active business: but what was there for him to do? The times were wretchedly dull, and situations were not to be had

for the asking. Hale replied promptly, advising him to do errands between New York and Boston. There was an urgent want, he said, of a parcel Express between the two places, and he explained to him why he thought so. He believed that he could help him to obtain the patronage of Jacob Little, and the other brokers, and (as its Agent) procure him some facilities on board the John W. Richmond. There is another version of the story, which alleges that Mr. Harnden had conceived the plan in Boston, before visiting New York. Harnden consulted, also, by letter, with Major J. A. Pullen, who was conductor, or agent, at that time, on the Boston and Providence line to New York, and agent of the steamers, and he not only encouraged him to undertake the experiment, but aided him in obtaining a contract on that line of Boats. Harnden next had a talk with Mr. Moore, a conductor upon the Boston and Worcester Railroad, in Boston, with a view to enlisting him as a partner in the enterprise. Moore (we are told) required time to consider the matter. On the following day, he went to the Superintendent of the Boston and Providence Railroad, to make a contract for Express facilities, upon his own account; and was informed that he was a little too late, an agreement having been entered into, on the previous day, with Harnden. This was a good lesson to the latter upon the value of decision and promptitude. "*Never put off to the Morrow what may as well be done To-day,*" was an axiom well illustrated by that incident. Had Moore obtained the contract, it is quite



probable that Harnden would never have become an Expressman. As it turned out, he took, that day, the first step in a career that in less than three years was to make him famous throughout the civilized world, and hand his name down to the latest posterity as the founder of a new branch of industry, a new source of wealth; a business constantly increasing and extending, and becoming daily more and more indispensable—a business, the importance and value of which, both to the mercantile and social interests of America, cannot now be over-estimated.

Little did either Hale or Pullen, or any other live man, at the outset of Harnden's brilliant career, dream to what immense results his Express was to lead; nor had he, himself, any conception of it.

William F. Harnden was born in Reading, Massachusetts, during the exciting times of the war of 1812. His father was a house-painter, in humble circumstances, and had it agreed with his health, his son would have learned the trade. Diminutive in form, and fragile in constitution, it was thought best that William should not injure his health by application to study; consequently his education was neglected. Still, he became a superior penman, as is proved by the round, handsome, and very legible chirography of several letters of his, now in our possession. He was inclined to be unobtrusive and taciturn, yet his address was good and business-like. His principles were excellent, his habits regular, his disposition agreeable, and his benevolence always larger than his means. He married a lovely

woman, a daughter of John Fuller, Esq., of Newton, Massachusetts, at the time (we believe) that he was a conductor upon the Boston and Worcester Railroad. In Stimpson's Boston Directory, for the year 1838, we find this address among the rest, "W. F. Harnden, ticket-master, W. R. R., h. 7 Newton Place." In the Boston Directory of the following year, it is entered as "*Express Package Carrier, 8 Court, res. 16 La Grange Pl.,*" and his original advertisement occupies a fly-leaf of the book.

His matrimonial connection proved to be a happy one; and we have heard it said, that in many a business emergency, his wife was his best adviser.

The earliest public mention, that we can find, of the arrangement which he had made with the Superintendent of the Boston and Providence Railroad, is contained in a Boston newspaper, dated February 23d, 1839. For one or two reasons, it is worthy of preservation, and accordingly we will insert it in this record.

BOSTON AND NEW YORK

EXPRESS CAR.

IMPORTANT TO MERCHANTS, BROKERS, BOOKSELLERS, AND OTHERS.

W. F. HARNDEN,

For the last five years, conductor and passenger-clerk for the Boston and Worcester Railroad Company, has made arrangements with the Providence Railroad and New York Steamboat Companies, to run a car through from Boston to New York, and *vice versa*, four times a week, commencing on Monday, 4th March. He will accompany a car himself for the purpose of purchasing goods, collecting drafts, notes, and bills. Orders of all kinds promptly attended to. He will take charge of all small packages of goods, bundles, &c., that may be intrusted to his care, and see them safely delivered, and attend to forwarding merchandise of all descriptions, (except that prescribed by the Railroad Com-

panies,) if directed to his care. All packages, bundles, &c., must be sent to office, No. 9 Court street, Boston, or No. 1 Wall street, New York.

Orders may be left at J. W. Clark & Co.'s, 6 City Hall; Colman's Pavilion, Tremont street; E. C. Stowell, 7 Elm street, Boston; and at J. P. Smith & Co.'s, 30 Wall street, New York. Will leave Boston Mondays, Wednesdays, Thursdays, and Saturdays, and New York the same days.

The "extra car" was a little "play of fancy;" an ordinary valise serving to hold all that the original expressman had to carry for several months afterwards. The identical valise is now in the possession of Benjamin P. Cheney, Esq., at Cheney & Co.'s Express Office, in Court Square, Boston. During the first two or three months, Harnden served as his own messenger, and was upon the Sound nearly every night in the week.

The *Boston Transcript* of March 21st, 1839, contained the first editorial allusion to Harnden that we can find upon the files of that always popular "daily."

"HARNDEN'S EXPRESS, between Boston and New York, has been running since the 4th of March, and is found highly convenient to those who wish to send small packages or parcels, from one city to the other. Mr. Harnden may be confided in for honesty and fidelity in the discharge of his engagements, and it affords us much pleasure to recommend his 'Express' to the notice of our readers."

It then adds a few lines in relation to a map of the Eastern Boundary which Harnden had on sale.

A day or two afterwards, it gave J. W. Hale, of the Tontine News Room, New York, credit for a Philadelphia newspaper. March 25th, complaint

was made of the opposition for hiring the steamer *Osceola* to run into the steamer J. W. Richmond. The "Rhode Island" started for Stonington at the same time, to beat the Richmond.

The *Transcript* of April 11th, 1839, says: "The John W. Richmond arrived at Providence this morning, far in advance of the other boats, coming through in eleven hours and forty-five minutes, being the shortest passage ever made." May 14th, 1839, it had the following: "We are indebted to our friend Harnden, of the *Package Express*, for the United States' Gazette, (Philadelphia,) of yesterday morning."

There were frequent editorial acknowledgments, subsequently, in all the principal newspapers of New York and Boston, and Harnden seems to have served the press with great zeal, for two or three years after he had started his enterprise. In reciprocation, the editors, by their commendations, materially aided him.

The only *through* route from Boston to New York at that time, (March, 1839,) was by rail to Providence, and thence to New York, *via* Newport, by steamboat "J. W. Richmond," Captain W. H. Townsend, commander. The "Old Line" of steamboats ran from Stonington to New York. Harnden had no paid Agent in this city, at the outset. He hired very limited desk-room in O'Hearn's stationery store, in the basement, now, and for many years past, occupied by the DAILY EXPRESS newspaper publication office, under the present premises of





Sibell & Mott, who succeeded O'Hearn. Adolphus Harnden, a younger brother of William's, attended at this office, when not called thence by his duties as messenger. This young man, though as diminutive in size as his brother, (and the weight of the two together is said not to have exceeded 200 pounds at that time,) had served creditably as a volunteer soldier against Mexico in the Texan war of independence. In appearance he was as natty and snug as a West Point cadet. The two brothers were so small, and similar in looks, that they used to be called, sometimes, when seen by their neighbors working together, on the walk, "*the two ponies*." They were inferior in bulk, and so is a gold eagle among a lot of coppers. Fortunately for some of us, the standard of personal energy and general ability is not based upon "*carpenter's measurement*." Tailors' measures, we fear, have more influence, and often shape opinions, as well as men, but the best gauge of a man's real value is his achievements.

Adolphus Harnden (we have heard his roommate say) was not by any means a "fast" young man; on the contrary, he was very steady, and as slow as he was sure. He was chary of his words, and reserved in his communication with almost every one, but especially with the 30 or 40 wild young men, who boarded in the same house that he did, in New York. He was remarkably upright and reliable. We are pained to add, that, while crossing the Sound, in his capacity as messenger,

he perished with the ill-fated steamer 'Lexington,' which was burnt on that bitter cold, dark, calamitous night, the 13th of January, 1840.

This was an awful blow to his brother, relatives and friends; but thousands were mourning for some hundred other victims of the same dreadful catastrophe, and the grief for the unfortunate expressman's melancholy end was merged in the general sorrow.

Thirty thousand dollars in specie, which he had in charge for delivery to the Merchants' Bank of Boston, on account of the Government, was lost with the Lexington.

Dexter Brigham, Jr., aided W. F. Harnden, both as messenger and clerk, soon after the Express was started, but only as a volunteer, and without compensation. Harnden told him that the Express was only an experiment, but when it should have become a paying concern, he would give him something for his services.

After the Express had been running a short time, *via* Providence and Newport, Harnden found it desirable to have a conductor through to New York, *via* Stonington, and he employed Luke Damon, who continued on that route for two or three years. By the way, Mr. Damon has been longer in the business than any other man. He has been for some years past with Kinsley & Co., Boston.





HISTORY OF THE EXPRESS BUSINESS.

HISTORY OF WM. F. HARNDEN, AND HARNDEN & Co., COMPLETED. HARNDEN'S ILL HEALTH AND OTHER DISCOURAGEMENTS. HIS HEROISM. NARRATIVE OF THE LOSS OF THE LEXINGTON. MELANCHOLY DEATH OF ADOLPHUS HARNDEN, THE FIRST MAN THAT DIED IN THE EXPRESS SERVICE. FREEZING-UP OF THE SOUND. NOVEL WAY OF EXPRESSING. HARNDEN ESTABLISHES OFFICES IN PHILADELPHIA AND ALBANY. ALLUDES TO THE STARTING OF THE FIRST OPPOSITION EXPRESS, (ADAMS & Co.) TAKES A PARTNER AND ESTABLISHES A EUROPEAN BUSINESS. CHARACTERISTIC CORRESPONDENCE BY HARNDEN. HENRY WELLS AS HIS AGENT. HARNDEN & Co's OPERATIONS; THEIR PROGRESS AT HOME AND ABROAD. SICKNESS AND DECEASE OF WILLIAM F. HARNDEN. RESULT OF HIS ENTERPRISES.

WE have described the causes and origin of the Package Express; it now remains for us to relate how Harnden's enterprise stood the test of experience—wherein it failed, wherein it prospered, and how much of the fruits of the noble tree, which he had planted, he was permitted to enjoy before he died.

To illustrate how slight a thread the Express line was at that time, Mr. James Cholwell, then a clerk in J. W. Hale's foreign letter office, but subsequently a city money-messenger with Adams & Co., informs us that he remembers that one day Harnden came to where his employer was sorting letters, and

striking his hand emphatically upon the counter, declared that "he could not make it go," meaning the Express business. "He had expended," he said, "a thousand or twelve hundred upon it, and had not got half his money back." Hale reminded him that the Cunard line of steamships was about to go into operation between Liverpool and Boston, and this would necessarily make a multitude of foreign parcels for delivery, in New York and Philadelphia, by express. Harnden saw at once the force of the suggestion, and was encouraged to continue his enterprise. When the steamships commenced running, the communication between New York and Boston perceptibly increased, and the impetus given by it to the business of the latter city materially helped Harnden & Co.

The reader will understand that Harnden, in the struggle for the establishment of his "project," had had the odds very much against him. He had neither health, capital, nor friends to back him. As before stated, the reason of his resigning his situation as ticket-master on the B. and Worcester R. R. was that his slender constitution had been seriously injured by his steadfast application to the duty required of him; hence he was not physically equal to the fatigue inseparable from the berth of an Express conductor, or messenger; and it was a subject of wonder, to all who knew him, that he endured it as well as he did. The secret of it was, that he had, under a very quiet, and rather taciturn de-

meanor, great hopefulness, a steady zeal, and a strong will. By almost superhuman exertion of the latter faculty, when worn out by a night of harder duty than usual, by which he had been robbed of his needful rest, and exposed to the roughest weather, on sea and land, he would reanimate his exhausted system, and nerve himself to discharge the recurring labor. In these days of progress, it is not so easy to appreciate the severe ordeal which Harnden went through. Unless a man is stimulated by an indomitable spirit, if his body is weak and undermined by disease, he feels privileged to shun fatigue ; but Harnden, on the contrary, resolutely encountered the hardships of his new business, at all times, and often against the remonstrances of his friends, who feared that he had undertaken a work that would soon destroy him. Among other things, it was his pride to be the first to board the British Mail Steamer, to obtain the European news for the press ; and even though it should be between midnight and morning, his office would be illuminated, and he and his men on the alert for the expected arrival. This often occurred, when, instead of such exposure, he ought to have been in bed, and under a doctor's care.

His Express had been in operation only a few months, when—it was in the summer or fall of 1839—O'Hearn, a part of whose little store in the basement of what is now No. 20 Wall Street, at the corner of Nassau Street, we have said was his orig-

inal office in this city, requested him to remove, because the receipts of parcels had so increased, that they obstructed the stationer's own business. Harnden acquiesced, and hired an office at No. 2 Wall Street, in a building situated where the Bank of the Republic now stands.

His original office in Boston was in the same room with Staples, the Stage Agent, No 9 Court Street. B. D. & G. B. Earle, Bank Messengers between Boston and Providence, started an Express between those two cities, and occupied a portion of Harnden's Providence office.

In August, 1839, E. L. Stone, a native of Leicester, Mass., became a clerk in Harnden's service at No. 2 Wall Street. J. W. Lawrence was agent of the Boston office; and Luke Damon and Adolphus Harnden were messengers. This arrangement continued until the 13th of January, 1840, the date of the disaster to the Lexington. On that fatal day, the business of the Express at the New York office seemed even better than usual. Harnden had been intrusted with the delivery of \$20,000 to Franklin Haven, President of the Merchants' Bank, and U. S. Pension Agent. Besides that large sum, they had in charge as much more for various other parties in Boston; and a considerable quantity of parcels, &c. The money and valuables were put into the portable safe or iron box as usual, and this was bestowed in the Express crate, with the packages, by Adolphus Harnden, who little imagined, when it

was done, that he had packed it for the last time. It was a winter's afternoon, but the trip seemed likely to be safe enough.

There were nearly 100 passengers on board, besides 37 persons in the capacity of officers and crew. On deck was a large quantity of cotton, in bales.

At seven o'clock in the evening, when about five miles east of Eaton's Neck, L. I., and going at the rate of 12 miles an hour, the cotton near the smoke-pipe was discovered to be on fire! The wind was blowing very fresh, and all endeavors to extinguish the flames being found ineffectual, the boat was headed for Long Island. Unhappily the tiller ropes were soon broken by straining, and the vessel became unmanageable.

The consternation was now so universal, that two of the Lexington's boats, and the life-boat, were no sooner lifted out and let down into the water, than a crowd of panic-stricken mortals precipitated themselves on board, and swamped them—by this means losing their own lives, and depriving the rest of their only dependence in that terrible emergency. Another boat, which had been lowered very carefully, and apparently all right, was found, a day or two afterwards, with four bodies in it, and nearly full of water.

The engine, also, became useless, and the boat drifted at the mercy of the wind and sea, while the volume of fire from the rapidly-consuming cotton swept over her, and her despairing passengers and

crew, with a fearfulness that defies description. The conflagration being amidships, cut off necessarily all communication from stem to stern, where the passengers were collected; some clinging to each other, some on their knees, and either imploring God to help them, or unavailingly bewailing the horrible doom which gazed grimly into their pale countenances.

The blazing wreck, shining far over the intensely cold and heavy waste of waters, exhibited the scene of the catastrophe with terrible distinctness. To remain on board was to incur certain death, and to cast themselves into the sea was the only alternative. It was a desperate resort, but, commending themselves to God, the poor creatures availed themselves of the wretched privilege of a choice in the manner of their death; for they could hardly have entertained a hope of surviving. A very few, who hesitated to precipitate themselves into the merciless deep, clung to the sides of the burning hull, in the hope of prolonging for a few moments their limited existence.

Only four persons were saved; and 110 men, 8 women, and 3 children are known to have perished. If any, upon spars and fragments of the wreck, escaped drowning, it was only to die by exposure. It is possible that a few survived until morning, and drew their last breath in sight of the rising sun.

Many of the victims of that awful calamity were

[The main body of the page contains several paragraphs of extremely faint, illegible text. The text appears to be organized into a list or series of entries, with some lines starting with what might be numbers or bullet points. Due to the low contrast and blurriness, the specific content of the text cannot be discerned.]

prominent citizens of New York and Boston. The public favorite, the inimitable comedian, the wit, the scholar, and the gentleman, Henry T. Finn, enacted in that tragedy the last scene in his life. How impressively it stands out in contrast with what we remember of him, as, many a time and oft, at the annual Corporation dinner, he used to "set the table in a roar," or, in some comic part upon the stage, would convulse the audience with a laughter that would tickle the ribs for whole days afterwards, and cause the very mention of his name to excite the risibles of the hearer! Poor Finn! Who of the vast multitude that knew you, has not paid to your memory the tribute of a tear?

There is no record of the personal experience of any one of their companions, except that of the four who were saved; and we have none of Adolphus Harnden. That he behaved with courage and fortitude, we have no reason to doubt.

Express messengers have, in numerous instances of disaster by sea and land, distinguished themselves by their presence of mind and intrepidity in seeking to save or serve those in distress around them. In Harnden's case, any attempt to rescue his fellow passengers would have been futile. His only care was for the safety of the very heavy amount of treasure which he had in his charge. He took his iron safe, containing about \$40,000, from the crate before the boats were swamped, in the hope of getting it into one of them, after they had done their office

in conveying the passengers and others ashore. Finding it was too heavy for that, he may have opened it and taken out the packages, for their better conveyance. Probably all, or a portion, of the \$12,000 in specie belonging to the Merchants' Bank had not been put into the safe, for one who was there says that he saw the boxes used by some persons in throwing water upon the flames.

The safe was upon castors, and it rolled overboard when the steamer lurched. It has never been found, nor any portion of the money. Fragments of the crate were picked up a short time afterwards, but nothing of any value. The body of the unfortunate messenger was never recovered.

On the day following the disaster, Captain Comstock, accompanied by Dexter Brigham, Jr., and two or three other gentlemen, proceeded with his crew, in the Steamer Statesman, to hunt for such of the poor creatures as might yet be alive upon the icy shores, or afloat upon spars, &c. Crowley, the second mate, was found in good quarters, having floated ashore on a bale of cotton, (which, by the way, he gratefully preserves, in remembrance of its service;) and three others were saved, but no trace was discovered of the unfortunate Express conductor.

In Thompson's History of Long Island, it is stated that the commander of the Lexington, George Child, was smothered in the wheel-house, but Mr. Crowley, the survivor above mentioned, with whom

we have quite recently conversed upon this painful topic, informed us that he saw the captain in another part of the vessel, after that was burnt. God only knows how he died. Mr. Crowley is now freight clerk in the same line.

Upon the death of the younger Harnden, E. L. Stone, (who seems to have stood ready then, and at all times, for several years afterwards, to repair to any post, or assume the charge of any department of the business, to which his employer might detail him,) was called upon to fill his place. Accordingly, he left New York, as messenger, or Express conductor, on the day after the arrival of the shocking news of the disaster. It was in the Steamer Providence, and that trip across the Sound and back, was the last made by any boat for several weeks after the loss of the Lexington, for the reason that during all that time navigation was effectually prevented by the ice. 1840 was a remarkable year in many respects, and the winter, with which it opened the ball, was as noteworthy as anything else. It would have done honor to Siberia, herself.

It was a most discouraging period for "the only Express." Most men, in like circumstances, would have stopped running, until such time as God should see fit to unfetter the Sound from its shackles of ice, or cause the snow-drifts, which covered every overland route, to disappear. But not so Harnden. If any man was ever expressly designed by nature to be at the head of an Express line, it

was he. Obstacles that would have daunted ordinary forwarders, only served as a zest to him, and his truest enjoyment was in overcoming impediments. Put a wall of fire between New York and Boston, and he would have tunnelled the solid earth, but he would have got his Express through. And he had drawn to him, as employees, men of similar pluck and ambition. It required not only zeal and energy, but unusual power of endurance, for his messengers to travel through the snow-drifts, in open sleighs, night and day, the entire distance between New York and Worcester, Mass., in that Russian winter. The narrative of that nonpareil of travellers, Bayard Taylor, about his sledge rides in Norway, with the mercury at 30 degrees below zero, Fahrenheit, is enough to make one's teeth chatter; but Stone and Damon, Harnden's messengers, at the period to which we allude, could tell a yarn that would cause a Norwegian driver of a team of reindeer to shudder, even if he did not understand a word of the language.

Harnden would not allow the obstruction to effect even his usual hours of departure, &c. Leaving the Westchester House, in the Bowery, at 5 P. M., his messenger would travel all night, and all the next day, and all of the succeeding night, (in the manner above described,) to reach Worcester, where, thankful enough for the change, he would get into the cars for Boston. When it is considered that the messenger's valise always contained a large



amount of money, it will be thought singular that no attempt was made to rob him, *en route*. Oftentimes the sleigh in which he rode was a public conveyance, filled with people, who were strangers to him. It would have been very easy for two or three, or more desperadoes, to have pre-engaged all, or nearly all, the seats, and by that means to have robbed him with perfect impunity; securing or killing him when off his guard. If the enterprising Walton, better known as "Lightfoot," the highwayman, had been around at that time, instead of leading a life of seclusion in the State Prison, at Charlestown, Ms., it is possible that he might have waylaid the Express; as it happened, the worst enemy which the messenger had to encounter was the occasional drift, by which he and the precious valise at his knees were pitched incontinently into a snow-bank. This was an accident which occurred frequently, especially at night, when it was difficult to distinguish the road.

By the way, Harnden had a penchant for the detection and arrest of thieves, amounting almost to an idiosyncrasy, as we shall illustrate in our book of Express anecdotes.

Another of his peculiarities was to *write* out instructions for the use of every man in his employment, and if he intended to be absent a few days, these written directions would be very minute and explicit.

The following letter, written by him, in his Bos-

ton office, to his local agent there, will indicate this, and serve to illustrate how careful he was in supervising the details of his business:

BOSTON, JAN. 4, 1840.

J. W. LAWRENCE, ESQ.,

SIR—While I am absent, the conductors and others in our employ will obey your orders, same as they would mine.

You will please take the whole charge of the business at this end of the line.

Please see that Mr. Stone makes a deposit daily at the Merchants' Bank, provided he has \$50 on hand.

Mr. Gay must not remain in Boston over five days, and the regular hours of business he will be at our office, with Mr. Stone, except one day, which he can take to himself, if he chooses.

Should you be obliged to send an Extra conductor to New York, on account of the non-arrival of the Regular Cars, you will send Capt. Fuller. If he should not be at this end of the route, you will send Mr. Gay. But should he also be absent, you can send Mr. Stone.

"Important."—Your will please be very particular to see that all the Brokers' parcels are called for in season, say half an hour before the cars leave.

You will use all your exertions to have all outstanding bills collected before I return.

Should you have any important letters for me, which require an immediate answer, you will please forward them to me, at the United States Hotel, Philadelphia, (provided you cannot answer them



yourself,) say any you may receive before next Saturday.

You will send to Chas. G. Greene, daily, a *Journal of Commerce* and an *Evening Express*.

You will also send, (and here he goes on to mention several editors who must be supplied daily with copies of the *U. S. Philadelphia Gazette*.)

We have signed five bills of exchange, which are to be used as the case may require.

WM. F. HARNDEN.

You will please send to our box, No. 77, Post Office, three times per day.

H. & Co.

Harnden's visit to Philadelphia at that time was either the cause, or a consequence, of his projection of an Express from New York to that city. Early in 1840, he contemplated such an extension of his line, and in the spring of that year he commissioned E. L. Stone to go thither, and act as his agent. Mr. S. says, "I had a book of instructions, written by Harnden, for me, before going to Philadelphia, wherein the minutest things were noted." Mr. Stone accordingly rented desk room in an office occupied by a money broker, at the corner of Third and Market Streets, and commenced the first Express ever established in that great city. Major J. A. Pullen was employed by Harnden about this time, and run as messenger between Boston and New York, *via* Providence. Captain John B. H. Fuller (brother-in-law to Harnden) began to run

messenger for him in May, 1840, and continued in the business until April, 1843.

The Express was run by Harnden some time before he made a contract with the old line of boats from Stonington. His messenger paid regular fare, and carried all packages in a carpet bag and trunk. After the lapse of six months, or a year, he made a contract with that line, and the Providence and Stonington Railroad Company, to carry a crate or a car through. Each messenger then carried a season ticket, obtained by holding a few shares of the company's stock. According to the terms of that contract, the Boston and Providence Railroad Company were entitled to one-third of the gross receipts of the Express upon freight; and the Providence and Stonington Railroad Company (including, we presume, the boats) were also to receive a similar share; the remainder to be Harnden's.

His first contract with the owners of the "J. W. Richmond" was to convey a car or crate to New York. He took five or six shares of the stock, which entitled him or his messenger to a free passage.

We have before us a letter from Harnden to Luke Damon, which, as it indicates the origin of the second Express, and the earliest "opposition," we will now copy:

BOSTON, MAY 5, 1840.

FRIEND DAMON—You must be home on or be-

fore the 14th, as Brigham's sister is to be married, and he wants leave of absence to attend the wedding. The Western arrived on Sunday, (A. M. Burke & Co's Express commenced running yesterday. They did not have quite a hatfull of packages.)

Yours, in haste,

WM. F. HARNDEN.

The hand-writing in this letter is very legible and business-like. We like its sententious brevity, also. (Burke & Co's Express was conducted by P. B. Burke and Alvin Adams; but the latter gentleman was the back-bone of the enterprise. ✓

As the letter implies, the first opposition Express was run on the 4th of May, 1840.)

It is not, however, our purpose to speak of any other Express enterprise, until we shall have done with Harnden. We hope to do justice to all of them, in succeeding portions of this work; but as the originator of the business, it is due to him that the history of his operations should precede the rest.

He was so well satisfied with his New York agent, Brigham, that though he was scarcely more than of age, and without a dollar to his name, he made him a partner, November 1, 1840. Harnden, himself, was then only about 28 years old.

Dexter Brigham, Jr., was a young man of more than ordinary tact and enterprise. We well remember, that at the age of fifteen he was "more of a man" than many at twenty. He was a native of Westboro', Mass. For many years his father kept

an excellent hotel there. His parents were very respectable, and all their children were remarkable for intelligence and cultivation. He married a beautiful and accomplished daughter of Rev. Mr. Rockwood, of that town. Prior to going into the Express business, he had been a civil-engineer and a conductor upon a Railroad. His education was good, his temperament bold and sanguine, and his ambition immense. While serving as conductor of the Boston and Worcester Railroad passenger train, he was once thrown from the cars by an accident, and alighting, head-foremost, on a heap of stones, was believed to be fatally injured. It would have killed any ordinary man, and Brigham, though he recovered, so as in after-years to execute a world of business, often suffered, temporarily, from the effects of that concussion upon his brain.

Upon the same day that he had the good fortune to have his name associated with William F. Harnden's as his partner, Brigham took passage for England. He was accompanied by their friend and employee, E. L. Stone. Their commission was to put into operation a plan, which Harnden ambitiously conceived would impress the world with a better appreciation of American enterprise. Brigham was to establish Express offices in Liverpool, London, and Paris, for the accommodation of trade between this country and those great cities; and this he accomplished, though not without some unexpected discouragements.

Harnden was fortunate in having a good friend in the Boston correspondent of a first-rate London Banking House, Eben. Thayer, now of this city, who not only warmly recommended the trans-atlantic enterprise to the countenance and patronage of Greene & Co., of London, but introduced H. to the agent of the Cunard line of British Mail Steamships, which was the means of his obtaining valuable Express facilities on board those vessels.

Brigham and Stone returned in the Steamer Columbia, in August, 1841, leaving the foreign business in charge of Willmer & Smith. Subsequently E. G. Tuckerman was their Liverpool agent.

This enterprise abroad, as was anticipated, gave Harnden & Co. great éclat at home, and was regarded as creditable to the nation. Possibly, by close attention and judicious management, it might have been rendered remunerative, but, if so, it would have been more fortunate than more recent enterprises in the same direction. Certainly it was of no ultimate benefit to its projector.

A very neat letter-sheet circular, with a vignette in the upper left-hand corner, representing Harnden with a letter-bag on his shoulder, and with one stride stepping from one hemisphere to the other, advertised his "English and Continental Express." For the first three or four years, it promised to be "a great success," at least such was its outside show; but it is probable that, before he died, Harnden, himself, had come to regard it as fatal to his prosperity.

Harnden's Express between New York and Philadelphia did not amount to much, until the spring of 1841, when H. & Co. succeeded in making a contract with the Camden and Amboy Railroad Company for facilities not previously enjoyed.

The annexed letter to J. W. Lawrence, (who had been transferred from the agency of the Boston office to the more difficult duty of establishing the enterprise in Philadelphia, after Stone left for England, the preceding November,) will illustrate the outset of the regular Express there, and Harnden's way of doing things in that early stage of the business. It was addressed by him to "J. W. Lawrence, Esq., 42 South Third Street, Philadelphia, Pa." The ink and hand-writing, after the lapse of seventeen years, will bear comparison with any of the latest records in the Registrar's books.

No. 14 Bedford Street,
BOSTON, 25TH MARCH, 1841.

FRIEND LAWRENCE:

We hired Charles M. Brown to-day, to act as conductor between New York and Philadelphia, opposite trips to Major Pullen. He will leave here to-morrow P. M. for Philadelphia, to be there in season to commence on Monday morning, by the 7 o'clock boat. Major Pullen will leave New York on Monday morning at 7 o'clock. Pullen and Brown will each carry one of our big black trunks. You will send by them all the packages you can collect. We thought it best to have P. and B. go over the route a few trips before we commenced running



The first of these was the discovery of gold in California in 1848. This discovery led to a great influx of people to California, and the state became a great source of wealth for the United States. The second was the discovery of oil in Texas in 1859. This discovery led to a great influx of people to Texas, and the state became a great source of wealth for the United States. The third was the discovery of silver in Nevada in 1859. This discovery led to a great influx of people to Nevada, and the state became a great source of wealth for the United States. The fourth was the discovery of gold in Colorado in 1859. This discovery led to a great influx of people to Colorado, and the state became a great source of wealth for the United States. The fifth was the discovery of gold in Idaho in 1860. This discovery led to a great influx of people to Idaho, and the state became a great source of wealth for the United States. The sixth was the discovery of gold in Montana in 1861. This discovery led to a great influx of people to Montana, and the state became a great source of wealth for the United States. The seventh was the discovery of gold in Wyoming in 1862. This discovery led to a great influx of people to Wyoming, and the state became a great source of wealth for the United States. The eighth was the discovery of gold in Utah in 1863. This discovery led to a great influx of people to Utah, and the state became a great source of wealth for the United States. The ninth was the discovery of gold in Arizona in 1864. This discovery led to a great influx of people to Arizona, and the state became a great source of wealth for the United States. The tenth was the discovery of gold in New Mexico in 1865. This discovery led to a great influx of people to New Mexico, and the state became a great source of wealth for the United States.

The discovery of gold in California in 1848 was the first of a series of discoveries that led to the great wealth of the United States. The discovery of oil in Texas in 1859 was the second, and the discovery of silver in Nevada in 1859 was the third. The discovery of gold in Colorado in 1859 was the fourth, and the discovery of gold in Idaho in 1860 was the fifth. The discovery of gold in Montana in 1861 was the sixth, and the discovery of gold in Wyoming in 1862 was the seventh. The discovery of gold in Utah in 1863 was the eighth, and the discovery of gold in Arizona in 1864 was the ninth. The discovery of gold in New Mexico in 1865 was the tenth. These discoveries led to a great influx of people to the states where the discoveries were made, and the states became great sources of wealth for the United States.

our crates, and have them get a little acquainted with the route and agents. This will give them a chance to make one trip each way before you put the crates on, which will be Thursday, April 1st, 7 o'clock, A.M., if that is the hour the passenger boat leaves. You will please notify the proper agent at Philadelphia of the fact, i.e., we wish our crates to commence running on Thursday, April 1st, by first passenger boat.

You will send one of the big black trunks in each crate, for small bundles for New York. You will also send another large trunk in each car, which must be marked "Boston and Philadelphia," and in this trunk you will put all bundles for Boston, and the Philadelphia conductor must have it ready to put on board of the Stonington boat the moment the boat from Philadelphia comes to the wharf. This last trunk is not to go up to the New York office, but come immediately to Boston.

You will please give the conductors written instructions respecting this.

It may often happen that the boat from Philadelphia will be late into New York, and the conductor will only have time to carry the Boston trunk from one boat to the other. When the conductor finds the boat is late, he must take his Boston trunk out of the crate before he arrives at the wharf.

We hope you will have our cards and circulars well distributed through the Cities of Philadelphia and Baltimore. The cards should be tacked up in every business place in Philadelphia. We shall send you 4,000 or 5,000 more cards soon.

We hope and expect you will all leave no means untried to establish the credit of the new Philadel-

phia line. You must see that every part of the business is done up in a correct and prompt manner. If you follow this advice, there can be "no such word as fail."

Have an eye to the editors. Let them not forget that we are in the field. You know that they can do much for us, if they think proper.

We must gain the confidence and good will of the railroad and boat agents. See that our men do the right thing for them. Much depends in making friends of the agents and conductors of the Camden and Amboy line.

See that all your packages are delivered as soon as possible after they arrive in Philadelphia. Keep good friends with the Post Office folks. Gain and keep their confidence. Receive nothing mailable.* You will have no small number of Post Office spies at your heels. They will watch you very close. See that they have their trouble for their pains.

Send us a list of your expenses weekly. We shall have to work hard the first month to pay our expenses. You will purchase a ledger, cash book, and journal, in Philadelphia; we will send you the way-bill books to-morrow.

Should the Steamer Acadia arrive her on the 2d April, I shall probably look in upon you on the 3d about 2 o'clock. Shall send you the *Sorrel Horse to-morrow*. Hope he will reach you in good condition.

* * * * * *Look out for robbers.*

Truly yours,

HARDEN & Co.

* Harnden little thought, then, that the Post Office Department would at length come to regard boxes of jewelry and merchandise as "mailable." S.



The Express thus established in Philadelphia, with all the requisite facilities, was entirely successful, and has not ceased to grow in public favor constantly from that day to the present time. Encouraged by the fair prospects of his enterprise southward, Harnden determined to establish an Express from New York to Albany, *via* the Hudson River. The following is a copy of a letter relating to that project:

No. 2 Wall Street,
NEW YORK, 23D APRIL, 1841.

MR. LUKE DAMON :

As we are obliged to go to *Philadelphia*, we fully authorize you to go to *Albany*, and make arrangements for extending our Express to that city, in connection with our Philadelphia and Boston lines.

In haste,

Your obedient servants,
HARN DEN & Co.

An Express was accordingly established between Albany and New York by that firm ; but it was in the face of a very decided opposition. What upon the land had formerly been done by stage drivers, in the way of parcel delivery, was done upon the river by the captains of the steamboats, and they rarely made less than from five to ten dollars per trip, as their own private perquisites, by this service. Their best and most reliable customers, in this line, were the banks and note brokers. Of course, the captains were "down upon" the Express. It was an innovation "most tolerable and

not to be endured," as *Dogberry* would say. It was dangerous to financial safety, and perilous to collateral securities. It was an encroachment upon steamboat privileges, and a palpable violation of river law. Finally, (and a clincher,) it was calculated to diminish the captain's perquisites; consequently it must be nipped in the bud. The course taken by the grumblers was about as sensible as their logic, and they did a great deal to annoy Harnden's messenger and defeat his business, notwithstanding that the *owners* of the boats were in his favor; but Pullen, who was running the Express at that time, soon got the better of them.

In the *Boston "Sunday Morning Chronicle,"* of October 31, 1841, annexed to the picture of Harnden & Co.'s office in that city, which we have had re-produced for this history, we find a short sketch of their business. "Branches of Harnden's Express," it states, "are now established in Liverpool, London, Paris, and Havre; and in the United States, they have offices in Boston, Providence, New York, Philadelphia, Albany, and Troy." And again: "Orders are constantly arriving for the purchase of goods, the collection of drafts, the transaction of Custom House business," &c. And the editor concludes with the following postscript: "*Since writing the above,* we learn that arrangements have been made by which a regular daily line of the Express is extended to Buffalo, and agencies established in Worcester, Springfield, Westfield, Pittsfield,



and Hudson. If they go on at this rate, we will soon have to chronicle the establishment of branch offices in every city of the Union."

The *Boston Chronicle* was a little ahead of the facts ; but that Harnden had *projected* such an extension, at that time, was corroborated by the action which he took in the following month.

Henry Wells (since so prominent in Express enterprises, and now President of the American Express Company) became Harnden & Co.'s Albany agent about that time, the spring of 1841, and continued so until the commencement of the following winter. We have a letter of Harnden's before us, dated "8 Court Street, Boston, Nov. 26, 1841," in which he commissions J. W. Lawrence, (who seems to have been his "right-hand man,") to visit the agents of his Boston and Albany Express, Messrs. Taylor, Rice, Leman, Uncle Jerry Warner, and others, located at intervals along the route. "We shall endeavor," he says, "to send Mr. Kinsley, of Springfield, a desk to-morrow." The letter indicates that he was now about to start the western Express in earnest, and with that view had just obtained the requisite railroad facilities. "You will recollect," he says, "that we are to commence running on the morning of Wednesday, Dec. 1st, 1841. You will please close the arrangement with Mr. Reed, or some other person in Albany, for conveying our Express between Chatham and Albany, by horse power, providing he does not charge too high.

It will not last over six weeks. We may have from 500 to 800 lbs. each trip. We wish to go through in two and a half hours or less. Mr. Gray will inform you how far he has got in the affair. We shall send Mr. Damon up the river to Albany on Monday night, so as to be ready to leave as conductor from Albany to Boston on Wednesday, Dec. 1. He will be obliged to leave Albany for Chatham very early in the morning, so as to meet the cars."

Unfortunately for Harnden, he had become dissatisfied with the agency which he had previously established in Albany, and was determined to change it. His best course would have been to have constituted Henry Wells resident partner at Albany. Had he done so, he would have gained a zealous and indefatigable coadjutor, a judicious counsellor, and a steadfast friend in every emergency. As it was, he parted with the ablest man that he ever had in his employment, and, with him, lost what has proved to be worth all the rest of his business put together, and which Henry Wells had urged him to undertake, viz., the Express service West of New York. This fact will be better developed when we come to the history of Wells & Co. Disgusted with the irregularity of his river Express, which was dependent upon the uncertain navigation of the Hudson, Harnden was ready to sell it, as soon as the Boston and Albany line was established. It was purchased by a Mr. Humphrey, a mail agent. This man, who was serving the banks also on the route as their spe-

cial messenger, between New York and Buffalo, for a compensation dependent upon the amount of money conveyed by him on their account, feared, very naturally, that the Express would either reduce the rate or the quantum of his business. He had a project (intended, I believe, by Postmaster-General Crittenden to be a Post Office experiment,) of carrying parcels in the United States mail car; but it fell through, because the Railroad Company would not consent to it, under the mail contract. Nor did he ever run the express.

We have before alluded to the very friendly and mutually useful relations which grew up (mainly through the good policy and public spirit of Harn-den) between the editors of the daily papers and the Express. So kindly was this feeling on both sides, that it came nigh to immortalizing a lad in the Boston office, whose alacrity in rushing around to the editors' sanctums with the latest news from New York and Philadelphia, (several hours before the mail, and frequently a whole day in advance of it,) elicited innumerable commendations through their columns, in which he was never alluded to, however, by any other name than "*Mercury Jim*." It would be a pleasure to record that James Garland lived now to share in the prosperity of the Express, but, poor fellow! he was murdered, we are told, for a little money that he had with him, on board a Mississippi steamboat, four or five years ago. His popularity was at its zenith in 1841.

Joseph L. Stone (now of the firm of Stone & Downer) was Harnden's Boston bookkeeper at that time; Levi Hodkins was his driver, and W. N. Melcher was clerk. Otis Atwell had been employed prior to Melcher. John R. Hall, now agent of the Eastern Express Co., occupied a desk there, as agent of P. C. Hale & Co.'s Eastern Express. The engraving which we have published, (a fac-simile of one made in 1841,) represented the Express office at 8 Court Street as it looked at that time. In the latter part of that year, or a month or two later, James M. Thompson, now, and for years past, a proprietor in two or three different Express lines, received his first lessons in the business, as a clerk in the same office. His discreet address and habits, and his steady application to his duties, pleased Harnden so well, that, in 1842, he promoted him to the Springfield agency of the Boston and Albany Express.

In December, 1841, Luke Damon and J. B. H. Fuller were the messengers on that route, and Major Pullen served as messenger on the river Express. [We would here repeat, what has been stated once or twice before, that the messengers were called in those days *conductors*.] Dresser Bacon was the driver of Harnden's wagon in Albany at that time. In 1843, Harnden conceived that his "Western Express," from Boston to Albany, would never remunerate his firm for the trouble and expense of it. He conceded, however, that in the

hands of a proprietor who knew the ropes, and would give it his exclusive attention, it might be made to pay. Sell it he would, however; and he recommended it to his Springfield agent, as a good opportunity for him to start in business upon his own account. Thompson regarded it favorably, and after due deliberation and appraisement, the price agreed upon for the property and good-will of that important branch of Harnden's business was \$3,000; terms easy. T. gave his own promissory notes for the amount; and at the end of the first year had paid them all with the profits which had accrued during that period from what had then become well known as "Thompson & Co.'s Express."

It would have been far better for H. & Co. to have held on to their Western Express, and to have sold their foreign business at that time. With proper management, a sale of the latter might have been effected, to one or more individuals, or a joint-stock company, for at least \$20,000—such was the prestige of popularity and apparent prosperity which it then enjoyed. Indeed, in those days, the name of Harnden & Co. was a synonyme for "originality and enterprise gorgeously rewarded." No wonder, then, that Harnden and Brigham were, themselves, dazzled and engrossed by the superior eclat of their transatlantic operations. Taken by the hand by the nabobs of Boston and Liverpool, and corresponding with the Rothchilds and Barings of Europe, they must have had old heads upon

young shoulders not to have been proud of their position. From time immemorial, the great merchants of Boston had been its demi-gods, and many an idol which the financial revulsion of 1857-8 has ground to powder, was worshiped in the modern Athens, in Harnden's day, as a power in the earth. To be of any importance in the *commercial* community of that city, was to be a whole head and shoulders above mankind in general; and when Harnden & Co.'s name began to appear upon First, Second and Third Bills of Foreign Exchange, and to be associated with that of the first banking house in Liverpool and London, the expressmen attained suddenly to a consequence in State Street.

More than gratified—elated, perhaps intoxicated—by the marks of distinguished consideration which they received on that account from the merchant-princes of the old Bay State city, Harnden & Co. became less zealous in maintaining the superiority of their home Express: this, too, at a time when the growing reputation of an energetic and resolute competition upon the New York and Boston route demanded of them augmented, rather than relaxed, effort. Their error, however, was a natural one, and more experienced men than they might have done the same. Nobody criticised, nobody blamed them, then; but their smartness, their enterprise, and even their sagacity, were applauded on all sides. They could have obtained a score of partners, and almost any amount of capital, at that period, had

they desired it ; but they would accept only one, and him they received, not so much for the amount of capital which he put in, (\$5,000,) as for his personal friendship and influence. This gentleman was Nathaniel Greene, formerly for many years postmaster of Boston ; and him they bought out again, about two years afterwards, in consideration of transferring to him the lease and good-will of the Merchants' Exchange Reading Room. By the way, Greene relinquished the Reading Room after a year or two, and Edwin P. Whipple became its lessee, assisted by John T. Smith and Robert E. Hudson. Nathaniel Greene subsequently purchased a life annuity of the Mass. Hospital Life Insurance Co., and went to reside at ease in Paris, where he still lives.

Maturin M. Ballou, the well-known author, lecturer, editor, and publisher, was a clerk with Harnden & Co. at that early period ; and so was Oliver C. Wyman, then better known than now as a humorous writer. Wyman served, we believe, subsequently, as New York agent. In 1843, the employees at Harnden & Co.'s office, No. 3 Wall Street, were, Sweet, clerk ; and Bacon, Putnam and Downer, drivers. The latter, we believe, served then occasionally, and afterwards regularly, as a messenger. Bacon, before becoming an expressman, had been for many years one of the most popular stage drivers on the mail route from Boston to Worcester. Since the death of Harnden, he has been a carman, employed in and about Wall Street and

the Custom House; and still is active, though a veteran. Wm. Webb was Express agent at N. Haven.

In the summer of 1842, N. G. Howard (of whom we shall have occasion to speak more at length in a later portion of this work) was employed in Harnden & Co.'s Albany office. He has since distinguished himself in a business of his own creation. Phillips was an Express agent in Hartford.

The route of the Boston and Albany Express at that date was by the Boston and Worcester R. R., and the Western R. R., to Springfield, Mass.; thence by steamboat to Hartford, Ct.; thence to New Haven by railroad, and by steamer from New Haven to New York. B. Beecher, Jr., was the earliest Express agent, we believe, in New Haven, Ct. Just prior to the operation of the Hartford and New Haven Railroad, Babcock & Rose's line of stages used to do most of the passenger transportation between those places. How marvellously have these two ancient Yankee cities grown in usefulness, population and wealth since the railway went into operation in 1839! Connecticut's first Express enterprise should date back to the momentous occasion of the salvation of her liberties from the designs of King James and Sir Edmund Andros; and it should be considered, perhaps, that her first "valuable parcel" was the precious Charter, which her gallant and patriotic messenger carried (no "*common carrier*" that!) and deposited safely in the Oak. Then, and up to the period we speak of,

Connecticut had been an important portion of New England, but it was reserved for railroads and Express lines to develop the inventive genius and business powers of her industrious and intelligent people, and to render her of incalculable benefit to every section of the Union.

Before the railroad from Hartford to Springfield, Mass., was operated, Chester W. Chapin used to run a line of stages on that route. They were handsome and commodious, and no better teams ever pawed the ground at a hotel door; but we doubt hugely whether our friend Chapin, with all his well-merited popularity, could satisfy the travelling public of Springfield now, with any horses of less power than a locomotive, or any facilities of transportation short of the Western Railroad, of which he is the very able and worthy President.

Springfield must have greatly changed within his memory. It is a very old place, comparatively, and, time out of mind, has been the pride of Massachusetts, on account of its picturesque situation, its numerous local beauties and social attractions, and the sterling characteristics of its people. But since the completion of the Western Railroad, it has become vastly more celebrated and important than ever before. We shall have occasion to allude to it again, in speaking of Thompson & Co.'s Express.

Chapin, Damon & Co. formerly run a line of stages on the route North and South, and Daniel P.

Kingsley East and West. The Railroad from Hartford to Springfield was not in operation until 1843. The Boston, Providence and Stonington line, to which the Harnden Express has faithfully adhered from the outset in 1839 to the present time, was, at a still earlier period, quite popular with the public.

As long ago as 1828, there were two very good boats—at least they were so regarded at the time—called the “Connecticut” and the “Fulton,” plying between Stonington and New York. Some years before, if we are not misinformed, they served Norwich and New Haven also. The following named boats plied between Providence (or Stonington) and New York: the Franklin in 1828, the President in 1829, the Boston and Providence in 1830 to 1832, the Massachusetts in 1835, the Rhode Island and Narraganset in 1836, the Mohegan in 1837, the Providence in 1839, the Lexington in 1839-40, the Knickerbocker in 1846, the Governor and the State of Maine in 1847-8. The Cornelius Vanderbilt and Commodore were put on in 1849. The latter boat now plies upon the North River. The elegant and commodious steamer Plymouth Rock was put on the line, entirely new, in 1854. She is commanded by a very worthy and accomplished navigator, Capt. J. Stone. Mr. Bales is her present clerk. The Cornelius Vanderbilt (W. H. Frazee, commander, A. Foster, clerk,) is a remarkably staunch boat, and her captain and crew are not surpassed in their vocation the world over.



The Boston and Providence Railroad superintendent is the indefatigable Daniel Nason, who conducts it to the entire satisfaction of the public. The superintendent of the Providence and Stonington Railroad, A. S. Mathews, has distinguished himself by his judicious and faithful attention to his duties. Some of the very best conductors in the country are employed upon the line.

At that date, William F. Harnden was upon the top-wave of popularity; but what are splendid means and wide-spread reputation to a man if the still greater source of enjoyment, good health, is denied to him. Though constrained by his failing strength to ride to his place of business in his carriage, Harnden still labored at his headwork with unabated zeal. His Boston, New York, and Philadelphia Express, and his Foreign Express, were not his sole care. He conceived that his influence in Europe could not be better fostered and extended than by Harnden & Co.'s undertaking to afford the most sure and satisfactory facilities for the emptying of the overflowing population of the Old into the fertile Western valleys of the New World. When Henry Wells had urged upon him, a year or two before, the importance of extending his line from Albany to Buffalo, and thence Westward, Harnden replied, "Put a people there, and my Express shall soon follow." He did not want to waste time to court the patronage of unpopulated prairies; and it was this thought, probably, that was the seed of his emigration pro-

ject at a later period. With more experience, he might have realized the fact, that Express facilities may lead as well as follow population.

Harnden desired, with all his heart, to have the great West traversed by railroads in every direction. He saw that the "lay of the land" offered no such difficulties to their construction as had been experienced among the rocks and hills of New England; and with comparatively small expense the immense distances, which appalled those who were looking wistfully to the productive and easily cultivated western prairies, could be overcome, and the vast Valley of the Mississippi be rendered accessible to the enterprising spirits of the crowded Eastern States, and the starving millions of Europe. There were no exorbitant prices to be paid for "rights of way," no impediment to obtaining materials for construction: the only difficulty was to procure laborers. Great Britain was rich in its numerous gangs of experienced *navvies*, thoroughly experienced in excavating, banking, tunnelling, bridging, &c.; but the demand for similar labor, in this country, vastly exceeded the supply. The more that Harnden thought of this, (and the subject exercised his mind for several months, at the period of which we are writing,) the more confirmed he became in the desire to be himself the means of bringing into the United States the requisite labor-force from the surplus of Great Britain and the Continent. Up to that time, there had been no

organized and well-regulated system of emigration. If a shipload of foreigners arrived, the chances were that they were the dregs of a European poor-house, with neither the inclination nor the physical ability for labor; but if, on the contrary, they were of the better class of emigrants, able and anxious to go West and work, there were many hindrances to their getting thither, and little or no means of communicating with, and remitting money to, the friends whom they had left behind them, in the old country. Wm. F. Harnden determined to remedy, if possible, all these difficulties. He had established, as we have said, his Express offices in the principal cities of England and France. He lost no time in doing the like in Scotland, Ireland, and Germany, and so arranged it that Harnden & Co., at all their offices in the United States, could make bills of exchange either upon their foreign agents or upon first class bankers in all those cities, for any amount, from one pound, upwards, for the accommodation of emigrants, who, having settled and made a little money, desired to remit it safely and expeditiously to friends at home, to pay their passage to America.

Having made this arrangement widely known, the effect of it was soon manifested, agreeably to Harnden's expectation. The Irish and German residents (but especially the former, who are more impulsive) began to buy the bills, and send home to their friends to join them, in this land of plenty. The facility of remittance thus provided by Har-

den & Co. (and so extensively imitated by a host of small bankers since that time) gave a very decided impetus to emigration from Great Britain. It was precisely what was wanted to give it a start. Harnden's next move was to arrange with Enoch Train & Co., the large packet-ship owners in Boston, for the cheap conveyance of emigrants from Liverpool. His next step was to contract with the owners of the numerous lines upon the N. Y. and Erie Canal for the exclusive use of all their passenger boats. It was an immense monopoly, but never abused, and saved the emigrants and other passengers from being confused by opposition lines, and fleeced by runners and other land-sharks, who, prior to that time, used to fatten upon the plunder of ignorant travellers.

Harnden was almost as great a believer in the advantages of publicity as is the very liberal, resolute, enterprising, and successful Mr. Robert Bonner, of the "New York Ledger," who has wrought so remarkable a revolution in advertising within the last year or two. *Ex. gr.*—Young Smith, in H. & Co.'s Boston office, received an order from Nat. Greene, at that time, to get a thousand white cards printed, relative to the enterprise; the size of them to be somewhat smaller than his hand. "His hand!" exclaimed Harnden, when he heard of the order, "have them a foot square, five thousand of them, and the color red. If a thing is worth doing at all, it is worth doing thoroughly." Then writing down

the order explicitly, he handed it to Smith; and in two weeks afterwards there was hardly a hotel, steamboat, or depot in the United States in which was not seen one or more of those large showy flaming-red placards, announcing, and keeping before the people, the admirable arrangement which Harnden & Co. had consummated for the passage of emigrants from Liverpool to New York, Buffalo, Chicago, &c. A thousand or more, also, were conspicuously posted at the railway stations, and other appropriate places, in England, Ireland, Scotland, and on the Continent. Harnden employed, too, numerous passenger agents in Europe, and used every possible means to make the laboring class—and especially those who could be serviceable in the construction of railroads—appreciate that it was for their interest to come and settle in the Western world. Probably no one man ever did more to make the resources of the West, and the inducements to emigrate thither, extensively appreciated in Great Britain than William F. Harnden. After his death, his partners were reproached that in their zeal to obtain passengers, they suffered their foreign agents to over-rate the facilities and rewards of emigration; but that charge, whether true or false, was never made against Harnden himself. He knew that the Labor of a country was her most certain source of wealth, and never was this unerring law of political economy more manifest than in the United States. On the one hand, he saw his native

state of Massachusetts, without either agricultural or mining advantages, made rich by the industry of her sons and daughters; on the other, he beheld immense prairies in the Western states and territories yielding no support to man, but ready to fill millions of barns and granaries to overflowing with the abundance of the earth, as soon as the hand of labor should come to develop their endless resources. It was with the most heartfelt gratification, then, that Harnden realized the entire success of what may be not inaptly called his Foreign Passenger Express. At the close of the year 1844, that small-sized, fragile man, whose constitution, never healthy, was now wasted by the consumption which was rapidly measuring the little remnant of life yet left to him, had the satisfaction of knowing that he had been the direct means of bringing from the Old World more than 100,000 hard-handed laborers, and depositing them in that now magnificent portion of our country where their work was most wanted, for the cultivation of the soil, and the construction of railways and canals. He had no bodily strength, himself, for that sublime work which has since made the West an incalculably productive farm, traversed in all directions by over ten thousand miles of railroad, and affording happy homes to millions of people; but yet (and it was his consolation in the last hours of his brief, but active and eventful career) he had brought more muscle to that prodigious labor than any Hercules among them all.

But great as was the moral triumph of Harnden & Co.'s foreign operations, they were not remunerative pecuniarily. Their agencies, and other machinery, abroad, were expensive, and it is possible that the disbursements might have been less lavish, with no detriment to their efficiency; but Harnden was liberal in everything, and it afforded him pleasure to have all in his employ share his prosperity. The idea seems to be regarded as exploded in these days, but it was Harnden's opinion that the surest means to render his men zealous in the work, and honest under every temptation, was to pay them generously for their services. Governed by this rule of action, he certainly succeeded in obtaining the hearty co-operation of all his employees—agents, clerks, messengers, and drivers—and was singularly fortunate in never losing a dollar by any want of fidelity on their part. In their respective departments, nearly all of them were remarkable for ability. It was, indeed, a period in which the Express business—or perhaps we should say its projectors and managers—had infused some of their own electrical vitality into every man in their employ. Undoubtedly, the work itself being novel, exciting and popular, was well calculated to create, and keep alive, a strong *esprit du corps*. The value and importance of that sentiment, however lightly it may be esteemed in the present well-established condition of the Express service, (to which, by the way, we, ourselves, consider it as essential as ever,) were

not overlooked by Harnden; and so successfully did he encourage and foster it, that his men would make any sacrifice of personal ease and necessary rest to please him; and though it is now thirteen years since he died, there is not one of them living who does not speak of him with affectionate regard.

In the summer of 1842 or '43, L. W. Winchester (now and for some years past the agent) was a clerk in Harnden & Co.'s New York* office, No. 3 Wall Street. He had previously been engaged in similar business. In a year or two, the office was removed to No. 6 Wall Street, Luke Damon acting as agent of the Eastern business, and Winchester as agent of the Philadelphia Express. In the winter of 1843-4, Harnden & Co. had a disagreement with the Camden and Amboy R. R. Co., and were easily induced to make a sale of their Philadelphia Express to Geo. Hatch and Geo. O. Bartlett.

We have already said that H. & Co. under-rated the value of their home Expresses, so full were their minds of the superior magnitude of their foreign operations. They were receiving, and sending to the West, scores of ship-loads of emigrants, and actually had under their control the bulk of the foreign passenger business. The senior partner used to say to his friends, that when his plans were perfected, every emigrant arriving in New York and Boston would be consigned to Harnden & Co.

(Geo. Hatch & Co., failing to comply with the terms of their purchase, the Philadelphia Express

reverted, after the lapse of a few months, to Harnden & Co., who run it for a time, and then sold it to Johnston Livingston and William A. Livingston. In a month or two, the latter sold out to the former, and went to Albany, where he engaged in the Express business. We shall have occasion to allude to him in another part of this work.

Livingston & Co.'s New York and Philadelphia Express remained in the hands of Johnston Livingston for several years, until, indeed, it resumed its original name.

James Stuart, then a lad, was employed in the New York office of Harnden & Co. at that time, and has continued in it ever since.

In the winter of 1844-5, it became evident that Wm. F. Harnden could not survive until spring. In vain had he sought relief in a more genial Southern clime; vain was the skill of the best physicians—impotent to save him were the incessant attentions of his affectionate wife and friends. He met his fate firmly, on the 14th day of January, 1845, aged thirty-three, and was buried at Mount Auburn, near Boston. A simple marble monument marks the spot where his remains were deposited. Besides his widow and children, there was a large circle of friends who sincerely lamented his premature death. He had been a dutiful son, a tender husband, and a kind father; a pleasant associate, an agreeable neighbor, and a good citizen. Still more, he was a liberal, yet judicious, friend to the poor.

His European affairs were a source of anxiety to Harnden upon his death-bed. His only desire to live appeared to be that he might see his foreign enterprise attain to a good and permanent basis. Possibly, he hoped to put his Express system into operation upon one or more of the railways in England, but probably the one grand purpose and darling object of his heart was the monopoly of the emigration business.

It was the popular notion, at his decease, that he had accumulated wealth; but the fact was, that he died poor. His personal and family expenses had been large, and he had been a liberal giver. His European business had required an immense outlay, and he had little or no return for his investments. At his death, it devolved upon his partner, Dexter Brigham, Jr., who soon associated with himself several gentlemen of ability, experience, and capital, viz: Robert Osgood, I. C. Kendall, and John W. Fenno. It was then a distinct property from the rest of Harnden & Co.'s business, which consisted of their Express between New York and Boston. In about a year after Wm. F. Harnden's death, the home Express was disposed of to Messrs. Brigham, Blake, Cooledge, and Wheeler. At, or nearly at, the same time, Kendall retired from the European house, while it still appeared to be in the full tide of prosperity, though it no longer retained any of its original Express character. Blake, also, retired from the Express firm here, and was succeeded by

C. H. Valentine, who adhered to it about two years. Dexter Brigham, Jr., sold out in the meantime. Subsequently, Cooledge and Valentine induced Wheeler to sell his interest to them. In 1850, or about that time, J. M. Thompson, of Springfield, Mass., purchased Valentine's interest; and Johnston Livingston and L. W. Winchester negotiated for the purchase of Cooledge's. (The result of it all was, however, that the Harnden Express between Boston and New York became the property of J. M. Thompson, Johnston Livingston, S. M. Shoemaker, E. S. Sanford, and L. W. Winchester, jointly, under the style of Thompson, Livingston & Co.) Winchester was constituted manager of the New York office. C. H. Valentine afterwards started an Express at St. Louis, but for a year or two past has resided in this city, as New York superintendent of a large Western and South Western freight forwarding business.

In the meantime, Messrs. Brigham, Fenno, and Osgood remained in the foreign business, under the style of Harnden & Co. It is only because it was so styled that we again allude to it, for it was no longer anything more than a banking and commission house. Our old Express friend, Luke Damon, however, was a clerk in their Liverpool counting-room, as late, we believe, as 1849 or '50. In 1851, some ill-advised operations in building and starting a line of steamships between Boston and England, and investments in East Boston stock, crippled

them completely, and they were obliged to cave in. The failure was for a very heavy amount, and the dividend to creditors was only nominal.

Thompson, Livingston, Sanford, and Shoemaker were all experienced, energetic and shrewd Express managers, and Winchester had been familiar with the office routine and customers of Harnden & Co. for more than seven years. With such a force behind it, the Harnden Express once more offered a strong competition to the powerful firm of Adams & Co.

In 1851, James De Martin, a merchant in Savannah, Ga., became associated with L. W. Winchester in a semi-weekly Express between New York and that city, which was dispatched regularly by S. L. Mitchell's steamships. Soon afterwards Johnston Livingston obtained an interest in it, and the firm became Livingston, Winchester & Co. It proved a success, and its operation rapidly extended to Columbus, Macon, Montgomery, &c. Nor has it ceased to grow in usefulness and importance.

Shortly afterwards, the Harnden Express proprietors started an Express between New York and New Orleans and Mobile, by steamships, in opposition to Adams & Co.'s business in that quarter, which had been commenced a year or two before by Stimson & Co. Thompson, Livingston & Co. established agencies in New Orleans, Mobile and Texas, and their Express became very useful to the merchants of the South Western states. In 1852,

that is, the first of the two, and the second of the two.
The first is the first of the two, and the second of the two.
The second is the second of the two, and the first of the two.

The first is the first of the two, and the second of the two.
The second is the second of the two, and the first of the two.
The first is the first of the two, and the second of the two.
The second is the second of the two, and the first of the two.

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they removed from No. 6 Wall Street to No. 74 Broadway.

The Harnden Express had never been in so prosperous a condition as it was at the time, when, by a mutually advantageous arrangement between its proprietors (Thompson, Livingston & Co.) and the proprietors of Adams & Co.'s Express, Kinsley & Co.'s Express, Livingston's Philadelphia Express, Hoey & Co.'s Charleston Express, and Livingston, Winchester & Co.'s Savannah Express, the several interests were consolidated in one joint-stock, under the title of "The Adams Express Company." This important union was executed July 1, 1854, and went into effect the same day.

Notwithstanding this consolidation of proprietary interests, the Harnden Express continued to have its own routes and offices, the same as before; and in the performance of its ordinary business, it is still entirely independent of the associate companies. In December, 1854, Henry B. Plant, who had been with Adams & Co. many years, went out to Georgia to assume the superintendence of the Harnden Express business and interests in that portion of the country. The Harnden lines of Express, at present, are as follows:

From New York to Boston, daily P.M. *via* steamboats to Stonington, thence by railroad to Providence and Boston.

From New York to Philadelphia, twice daily, *via* Camden and Amboy R. R.

Semi-weekly, by Mitchell's steamships, to Savannah, Ga., thence daily by railroad to Augusta, Macon, Columbus, Atlanta; Chattanooga and Nashville, Tenn.; Albany, Ga.; and Opelika, Ala.

Joining the Adams Express line at Atlanta, Ga., it runs on the same route with it, for all points West, in North Alabama, Mississippi, Tennessee, and Arkansas. From Opelika (a junction on the Montgomery and West Point, Ala., Railroad) the Harnden Express, in company with the Adams Express, continues on to Montgomery, Mobile and New Orleans.

The very worthy and popular Capt. W. B. Lawton is its agent in the long-established office in Providence, R. I. A. Sprague is the assiduous and acceptable manager of the Boston office, No. 8 Court Street, under the direction of J. M. Thompson. The Stonington agent is J. H. Palmer, a valuable man at that point. The well-known Express proprietor, N. G. Howard, acts as the agent of the Harnden Express, also, in Philadelphia. The very efficient agent at Savannah, Ga., S. O. Potts, has been in the Express business, in that state, about five years. He was formerly agent at Macon, Ga., where he remained until promoted to succeed De Martin, who was about removing to the home of his family in Bridgeport, Ct. P. U. Blodgett is now agent at Macon. The Columbus, Ga., agent, Capt. S. H. Hill, (one of the most active and reliable business men in the Southern country,) has contributed

largely to the popularity of the Express in that thriving city and its vicinity. J. E. Simpson is the agent at that important point, New Orleans. J. K. Holt, the agent at Nashville, Tenn., is a thoroughbred expressman, and much liked. N. Marony is the very acceptable agent at Montgomery, Ala. +
+

H. B. Plant, the superintendent of all these, and many other Southern agencies of the Harnden Express, makes his head-quarters in the beautiful metropolis of Georgia, Augusta, where his family has resided for some years; but he devotes the most of his time to travelling over the various lines of railroads used by the Express, and is continually engaged in supervising, perfecting, and extending its operations. In this arduous work—a duty requiring both mental and physical vigor—Plant has been eminently successful, illustrating the old phrase of “*the right man in the right place.*”

The very accurate picture of the “*Harnden Express Office, 74 Broadway, New York,*” by the accomplished artists, N. Orr & Co., which we publish in this connection, will serve very well to contrast with the old cut, inserted in the first part of this history, showing how Harnden’s office, at 8 Court Street, Boston, looked in 1841. It will illustrate not only the improvement which has been made in the Express business, but the progress, also, of the goodly art of wood-engraving during the last seventeen years.

The New York office occupies two stories. Its

front upon Broadway is about 25 or 30 feet. It is very deep, extending clear through to New Street, where its numerous fine wagons receive and unload the bulk of their freight. On one side of the first floor are the desks and office of the National Express. The Hope Express, also, has accommodations there.

The basement floor is full as useful as the room represented in the engraving, being devoted to the reception and manipulation of the innumerable boxes, barrels, bales, bundles, parcels, and packages of every imaginable variety, describable and indescribable, which pass under the careful eye of the experienced freight clerk, James Stuart, or that man-of-all-work, (and handy at anything in the Express line,) Alex. Tully.

Geo. Knower, the excellent cashier, was employed by the foreign house of Harnden & Co. from 1849 to 1851, when he changed that for his present employment. Tillinghast has been in the business ten years or more, and John Black for about the same period. Sol. Chamberlain has served faithfully and well as messenger between New York and Boston for more than ten years, and is highly esteemed for promptness and reliability.

As a whole, the office is remarkably well appointed in all its departments, and judiciously conducted throughout.

HISTORY OF THE EXPRESS BUSINESS.

ADAMS & Co. THE SECOND EXPRESS. HARNDEN & Co's EARLIEST COMPETITORS. THEIR VARIOUS ENTERPRISES AND PROGRESS. STIMSON & Co's NEW ORLEANS EXPRESS. HOEY & Co's CHARLESTON EXPRESS. CONSOLIDATION AND CREATION OF THE ADAMS EXPRESS COMPANY—ITS EXTENSION. FREEMAN & Co's CALIFORNIA EXPRESS.

WHEN we consider the vast extension of the Express service, both in area and importance, since the death of Harnden, we cannot but wonder that so gigantic a growth should have sprung from the enterprise and persevering energy of a few men who began the good work, with neither capital nor rich relations, nor high social position to back them. Indeed, more than one of them had not enjoyed even the advantages of a first-rate common school education. Several of the most successful commenced their business with scarcely a dollar to their names, and all have to congratulate themselves that they have attained to their present standing, not by any adventitious aids, but solely by their own personal talents, united to the most indefatigable application to the work. The labor has not all been manual, as many imagine; they have performed a

to the landlord. The characteristics which we have named, being accompanied by a frank, cordial manner, a gentlemanly address, and an obvious hearty desire to make all around him quite comfortable, admirably fitted Adams for the charge of a first-class hotel, which the "Lafayette" was at that time; but his ambition did not turn in that direction. The celebrated inn was the starting place of several stage lines, and their stable was directly in rear of the house. Staging was a very important business in those days, as we have said; and as the lines from the hotel connected Boston with the great cities of New York and Albany, they stood very high in the esteem of young Adams. It was a common thing, in those days, for a driver to own his team, and this fact contributed not a little to the respectability of the occupation. The Stage Company at the Lafayette Hotel carried the U. S. Mail, and was rich in commodious and elegant coaches, and two hundred of the handsomest and most spirited horses that ever kicked up a dust on the Dedham turnpike. The drivers were substantial, solid men; both popular and respected; and Alvin Adams fancied that he would like to be one of them. He had always been a lover of good horses, and to drive four in hand, with a fine coach-load of passengers, and the U. S. Mail behind, was no less an honor than it was a pleasure. He probably calculated, too, that he might some day be the proprietor of a line of his own. His predilection for the box, however, was

successfully combated by the stage agent, who insisted upon it that he was made for better things. He then betook himself to a mercantile occupation, and became either as an employee, or, upon his own account, a family grocer or dealer in provisions. Subsequently he was a produce merchant, and enjoyed a term of prosperity. Whoever is familiar with the latter business knows how liable it is to extreme fluctuations, by which fortunes are made or lost in a single month. Adams enjoyed no immunity from the reverses by which his neighbors were suffering. He failed, and lost every dollar. When the tide of fortune again turned in his favor he paid up all of his old debts. One of those from whom we had the story, was himself a beneficiary of this act of unusual justice. The debt was some years old, and the creditor had forgotten it, when he was surprised by Alvin Adams stopping him in the street, reminding him of it, and requesting him to send it to him for payment.

In May, 1840, Alvin Adams and P. B. Burke started an Express in direct competition with Harnden's, under the style of Burke & Co. After a few months of "up-hill work," Burke retired, and Mr. Adams executed all the business of the "opposition" himself. He was its messenger, cashier, receipt-clerk, label-boy, and porter. He employed no wagon, nor did Harnden, until a year or two elapsed, for they had only small and valuable parcels to deliver in those days.

We believe that Burke never returned to the Express business.

For the first week or two, Adams could have stowed it all in his hat; nor did he carry anything more than a valise for several months from the commencement. For a long time he found it the hardest kind of up-hill work to obtain a share of the public patronage sufficient to pay his expenses, so strong a hold had the prosperous Original Expressman obtained upon the confidence and good-will of the community. Indeed, very many people regarded Adams as an interloper upon a field of enterprise fairly won by Harnden, and manifestly his "by the right of discovery." It is more than probable that not a few of Adams' personal friends looked upon his new business disapprovingly, or damaged it by faint praise. We know that some of them had no sympathy with it. They thought, with the majority, that there would never be enough business of the kind for more than *one* Expressman; never dreaming that in less than eighteen years afterwards it would furnish employment for more than five thousand persons. Indeed, that was not a time to be sanguine about business of any kind except politics. It was the memorable year of the Harrison Presidential Election, and

"Tippecanoe and Tyler too,"

monopolized more attention than the mart or the counting-room. For an unprecedented length of

time the industry and mercantile interests of the whole country had been depressed and almost ruined. Any change of rulers, it was said, could not but be for the better, and the people were full of the idea of a revolution in the national administration, with a view to improving affairs in general and business in particular.

Subjected to the double disadvantage of an unpropitious period for a new enterprise, and a degree of antagonism to it in the community on the part of the very people upon whose favor it was dependent for a support, it is not to be wondered at that Burke should so soon have abandoned the undertaking. It certainly was very discouraging, but Alvin Adams was not the man to back down. After Burke left him, in 1840, he conducted the Express, as we have said, entirely alone. He had no capital, nor, indeed, had Harnden at that time. Shortly afterwards, he took Ephraim Farnsworth into copartnership, and gave him the charge of the New York office; but the connection did not last long. Farnsworth died some years ago. We speak of what the second Express had to contend with, the better to illustrate the innate energy and perseverance of Harnden & Co.'s earliest competitor, and his remarkable fitness for the occupation, which in calm disregard of sneers and remonstrances, and still stronger opposition, he persisted in following. It has been often said, that neither Harnden nor Adams, nor anybody else, could possibly have an-



ticipated, at the outset, that the Express business would ever attain to the importance that it has; and doubtless that was so; but no one can look upon the intelligent countenance and ample forehead of Alvin Adams without the conviction, that he had the sagacity to look forward to the realization of far greater results from the enterprise than any other man. It is difficult to believe that a person of his mental power and business experience would have been contented to adopt for an occupation what appeared then to be only that of a messenger or errand-man, between two cities, had he not expected it to lead to something of more extent and consequence. That he had some such foresight, was probably the reason why he adhered to his enterprise through three or four years of the hardest kind of work and the poorest sort of remuneration.

Brainard, for many years past quite famous as an express-wagon builder in Boston, at that time drove a job-wagon. He says that he used to do the little carting that was then required by Adams, *gratis*; and even at that, gave him the preference to Leonard, of the Worcester Express.

“Not that he loved *Leonard* less, but *Adams* more.”

Leonard, who paid well and was willing to pay more, to induce B. to receive his freight as soon as the steamboat train arrived from Worcester at the Boston Depôt, and hurry with it down to his office,

could never understand why he should insist upon waiting to get out Adams' New York trunk when he acknowledged that it was purely a "labor of love." The fact is, that it was only one of many evidences that we have seen of the genial influence that Alvin Adams has exercised upon the affection of all who have enjoyed his friendship.

At the time of Farnsworth's leaving the firm, Adams & Co.'s clerk in New York was a young man, named William B. Dinsmore, and their office was in the basement for many years past occupied by Boyd's City Post, in William Street, near Wall.

This was in the latter part of 1841, or early in 1842. Dinsmore was then a young man, without capital, but not without experience. He was born in Boston, and had lived there until two or three years before becoming connected with the Express. He had been in the South a portion of the time, engaged in trading, and still later was employed by David Felt, the stationer, in New York, either as a salesman or book-keeper. In the latter capacity he is said to have excelled. We have many pleasant recollections of him in his native city before he located in New York, and remember well that he was regarded by his associates, and others, as a young man of much wit and humor, and superior mental calibre, as well as physical ability.

It appears, that when Farnsworth left, and Dinsmore was still a clerk, Adams seriously thought of taking for a partner some man of extensive acquaint-





ance in New York, who had influence with the Boston, Worcester and Norwich line, which carried his express; but Dinsmore urged his own claims so strenuously, and was in truth so useful in the office, and so competent to take charge of it, that he carried the day, and became a member of the firm.

It is now some sixteen years since that copartnership was formed, and the two gentlemen still continue associates in the same business, and in charge of the same offices; ever acting harmoniously, yet with vigor and determination, together.

In the outset, and for several years subsequently, Adams & Co.'s business was limited to New York, New London, Norwich, Worcester and Boston.

When Dinsmore sought and obtained a partnership in Adams & Co.'s Express, he removed his office to No. 7 (now 17) Wall Street. There was nothing in the actual proceeds of the business to encourage him in the undertaking. As far as present compensation for his labor was concerned, he would have done better in a clerkship, even in the "hard times" of 1842; but he coincided with his partner's ideas of the prospective importance of the enterprise, and looked to the future for reimbursement. He knew that

"Great oaks from little acorns grow,"

and recognized in the Express the germ that would put forth and become a goodly tree, and in time cover the land with its branches.

The entire business of Adams & Co. was done then

by two or three men and a boy. They were kept pretty busy, it is true, but found it hard to pay expenses, even with the most rigid economy.

Up to 1843, their affairs had not prospered much, nor had business in general materially improved; but, fortunately for them, Harnden & Co., about that time, became so engrossed with the extension of their European operations as somewhat to neglect their home Express, and as an inevitable result disaffected some good customers, who on that account gave their parcels to Adams & Co. The latter improved the opportunity to redouble their persevering efforts to secure success. The two Expresses were now supplied with horses and wagons. In the fall of 1843, Samuel L. Woodard (formerly a stage-man for Col. Staples, from Keene and Fitchburg to Worcester,) became the driver of Adams & Co.'s Boston wagon, although he was probably worth more money at that time than his employers; and he has continued in that capacity ever since, one of the most faithful, kind-hearted, agreeable, and industrious of men; always on hand early and late, and ready for any emergency. Then, an Express driver was as valuable and important as ever the stageman had been in his palmy days, and to his efforts in "bucking for freight" his employers were indebted for a very considerable amount of their patronage. Woodard had a clear head, a round, cheerful happy face, a plump person, and a frank, hearty manner, united to a due degree of the

suaviter in modo, (very popular characteristics, by the way;) and being zealous in the service which he had adopted, and strongly impressed with the importance of it to the community, he talked it into the bankers and merchants with signal success. "Harnden & Co.," he would say, "have got more than they can do; give your business to us. Just try Adams & Co. for once! Mr. Adams is a little the nicest man you ever did see, and we have all the facilities for doing your business right up to the handle! Come, let me set these bundles into my wagon, and put them through to New York by daylight. Mr. Dinsmore, Mr. Adams' partner in New York, is a Boston man, (you know him, don't you? of course you do: he was made for an Expressman!) and will see to the delivering of these things himself." With similar, if not precisely the same "moral suasion" as this, would he make new customers for A. & Co., and, once obtained, he took good care never to lose them. Of course, he soon came to be regarded by Adams as an almost indispensable man in the Express, and the most friendly relations existed between them. Woodard, we are happy to say, now enjoys, as the fruits of his talents, industry and steady habits, a snug little competency, and a constitution unimpaired by his long and still-continued service. Even the handsome white horse, which he used to drive, is still in good order and well condition, though now about twenty-six years old.

The competition between the employees of the two Expresses to outstrip each other in zeal and efficiency, received a great impetus at that period, and it lasted several years. Charles Haskell succeeded Hall (a brother-in-law of Adams) as clerk in the Boston office, in the spring of 1843, and remained in that employment about sixteen years. He had previously been a member of the firm of Lewis & Haskell, merchants of New Orleans, where he has recently engaged in a Mississippi River Express business. Having enjoyed a good mercantile education, and a large share of experience of men and things in mercantile life, this gentleman was an invaluable assistant, more especially as he took hold of the business with as much interest as if it were his own.

Adams' partner had a similar "good faculty of getting along" with his men in the New York office, and making them feel zealously interested in the competition with Harnden & Co. Gifted with a keen sense of the ludicrous side of life, and a hereditary facility at what are sometimes called happy turns in conversation, and so republican in his values of mankind as to care no more for a don than for a driver, Dinsmore was always liked by his employees. Daggett was a clerk for him in 1843, and attended to the Custom House business, which is now done for Adams & Co. by John K. Stimson & Brother. John Hoey, then a boy, fresh from a wholesale literary-depot establishment in Ann Street, was Dinsmore's Mercury and factotum.





Strictly speaking, when Hoey was first employed, the entire Express business of Adams & Co. in this city was performed by one man and a boy, with the aid of only a Jersey wagon, the proprietor of which was one Amos Smith. But the lad was a smart one, for he had made himself, and in serving "the latest intelligence received per Express" to the daily newspapers of this city, he put Harnden & Co.'s "*Mercury Jim*" to his trumps to excel him, especially after the enterprise of Dinsmore had furnished him with a pony—a real, live pony—with which to trot from Brooklyn (where the papers were thrown to John by Adams & Co.'s messenger, on the Long Island Railroad train from Boston) around to the offices of the various editors in New York.

"*Mercury Jim*," however, was very serviceable, and we could wish that he had since met with good fortune, like his competitor, John Hoey, who has continued to serve his employers to the extent of his constantly enlarging capacity, until now, when we find him Superintendent of the Adams Express Company's immense freight and parcel business, at No. 59 Broadway, with a force of 50 men, 40 horses, and 20 wagons at his command, as a substitute for that pony.

Swett and Fisher were messengers about that time. When Dinsmore obtained a regular Express wagon, Studley (since better known as the originator of the Railroad Baggage Delivery Express) was employed to drive it.

James D. Wallace was a driver at 7 Wall Street in 1843, and he has remained with Adams & Co. ever since, with the exception of an interval of a few months passed by him on the Isthmus of Panama in their service. He distinguished himself not only by his excellent driving and good care of his horse and wagon, but by his extraordinary zeal in obtaining freight, which, but for his personal exertions and powers of persuasion, must inevitably have fallen into the charge of the competing Express. "*Fidus et audax*," "Faithful and Bold," was a title that well might be applied to him. For fifteen years, or thereabouts, he has been among the foremost of the faithful, and no man living has done more express work than he.

E. S. Sanford, a native of Massachusetts, became attached to Adams & Co.'s New York office in 1844, we think it was. Possessing strong mental powers, somewhat cultivated, and an aspiring disposition, backed by a firm purpose to attain to influence, and a share of the prosperity which he had sagacity enough to foresee would at length wait upon the Express, he made himself very useful to Dinsmore, and, in that or the following year, was appointed agent of Adams & Co. in Philadelphia. He is now regarded as one of the most able of Express managers and proprietors.

James R. Doyle was employed by Adams (July, 1847) as a messenger, and though young was a faithful and valued assistant. He died prematurely





of consumption, much lamented. Henry Safford was Dinsmore's book-keeper in 1845.

Addison Brastow, first employed by Adams as a messenger, (1844,) became a clerk, and, after some years of faithful service, went into the Express business upon his own account in New Orleans. He, too, died of consumption a few years ago.

John M. Freeman entered Alvin Adams' employment in the spring of 1844, as a driver. He was originally from Nova Scotia. The occupation, as we have intimated before, demanded something more than the mere ability to drive a horse and handle freight. John was not very *cityfied* at the outset, but he had the material in him to make a smart business man, and he became finally one of the most popular and valuable agents that Adams & Co. ever had. After serving as driver and messenger a year or two for Adams, he was promoted to a clerkship of great responsibility in Dinsmore's office in Wall Street. He was money clerk, and had charge of the Philadelphia desk in the office. James R. Cholwell, Boston way-bill clerk, afterwards became money clerk, and millions of dollars passed through his hands before he relinquished the business to become a merchant. He was succeeded by George Dixon, a very faithful man.

In 1849 John M. Freeman went to seek his fortune in California; one of a company of adventurers, who either bought or chartered a vessel, and made the voyage around Cape Horn. Upon their arrival

at destination, the association was dissolved, and John again enlisted as an Express-man.

Somewhere about 1845, E. S. Sanford, then located in Adams & Co.'s Philadelphia office, became associated with Samuel M. Shoemaker, and together they started an Express between that city and Wilmington, Del., and Baltimore, *via* the Philadelphia, Wilmington and Baltimore R. R. Their Express was soon after extended to Washington, D. C. This Express connected at Philadelphia with Adams & Co.'s, and subsequently took that name. It was well managed, and became a popular institution in Pennsylvania, Delaware, Maryland and the District. Shoemaker was a native of Baltimore, a young, ambitious, driving man of business, possessed of an acute intellect, remarkable for its untiring activity and grasp of the innumerable minutia of his Express. His office in Baltimore has always been noteworthy for its well ordered and thoroughly executed details. W. H. Trego, his very active and judicious agent there, has been in the business many years, though he is still young.

In 1854, Adams & Co. purchased of Thompson & Co. the Express which they now run between Hartford, Conn., and Springfield, Mass.

Phillips, for about 16 years past an Express-man in Hartford, became agent of Adams & Co., after having done the business for some years in his own name. He sustains a high character in that city.

W. Webb, the New Haven agent, was Harnden's

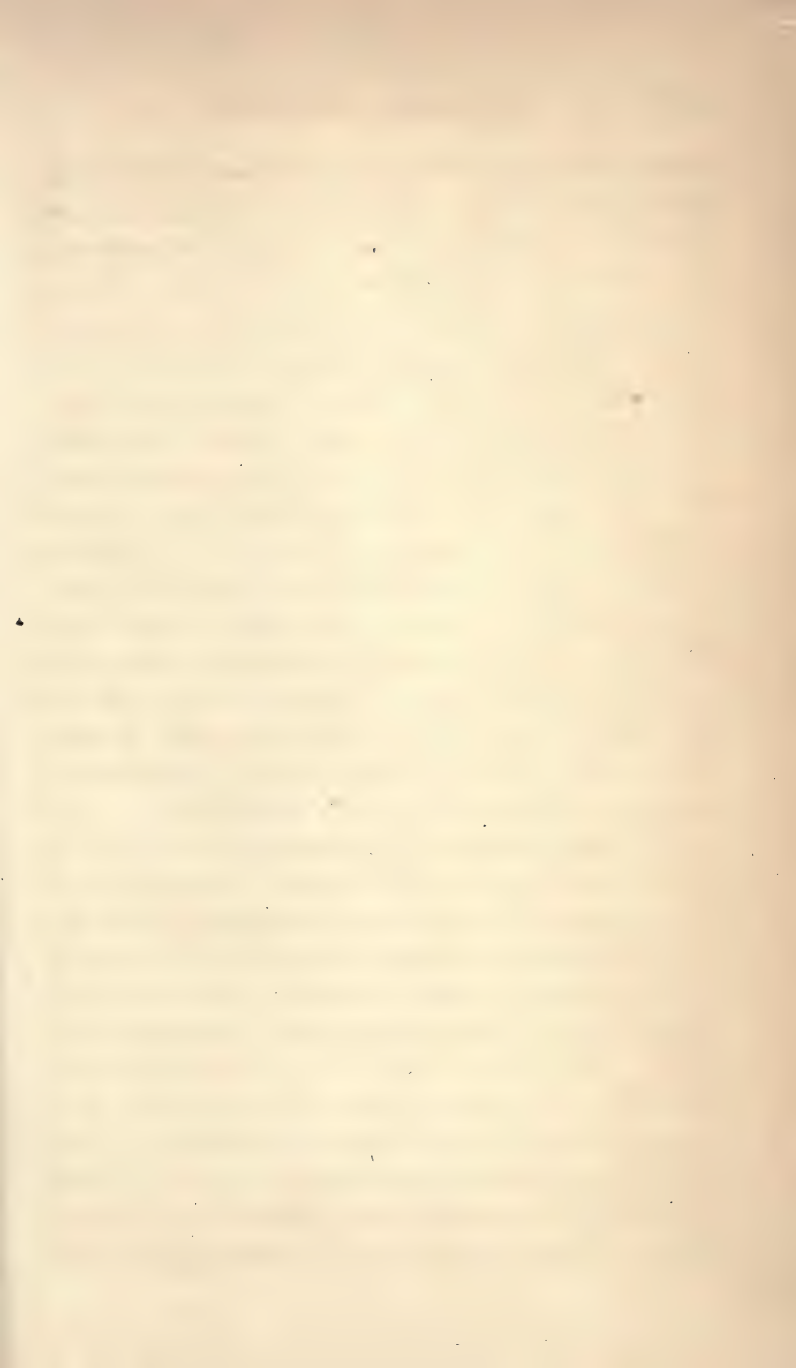


agent there in the summer of 1842, and he has continued to conduct the New Haven business through every change of ownership. He was agent in 1844 of Beecher & Co.'s and Phillips & Co.'s Expresses—the former running, per steamboat, between New Haven and New York daily; and the latter running from New Haven to Hartford, *via* the railroad, (which was in operation, at that time, no further than the latter city,) and from Hartford to New York by the New Haven steamboats. He is characterized by a quiet, unassuming, yet pleasing and gentlemanly address, a kind accommodating disposition, and the most untiring and faithful discharge of his duty. These good qualities rendered him a favorite with the New Haven merchants at the outset, and he has not ceased to make new customers, and retain the old ones. Agents of this kind, and like Peregrine Turner and the late Mr. Parks, (for so many years the faithful and popular agents in New London and Norwich, Conn.,) are invaluable to an Express Company. They exercise a local influence distinct from their Express agency, certainly, but of great service to it.

It was through Webb that Adams & Co. obtained about that time the services of Henry B. Plant, now, and for two or three years past, the superintendent of their express operations in the Southern States. Plant was Webb's partner in the West India goods business in New Haven, in 1844, and he shared with him the Express agency, also. In-

dead, the details of the latter business devolved almost entirely upon him at that time, and it so remained until Adams and Dinsmore bought out Beecher & Co.'s Express, and united it with Phillips & Co.'s, under the name of Adams & Co.'s Hartford and New Haven Express. Soon afterwards, Webb & Plant sold out their store business; the former devoting his attention exclusively to the agency for Adams & Co., and the latter becoming a messenger for them on the steamboat between New York and Hartford. The manager of this branch of Adams & Co.'s business, at 16 Wall Street, was E. A. Johnson, long since deceased. He wanted Plant to assist him in his office, and he became a clerk there—Gabriel Brush, one of the drivers, taking his place as messenger. W. L. Crane, the present manager of the New York Department of that Express, was then a clerk in the New Haven office.

Not long, subsequently, Adams & Co. made a contract with the U. S. Treasury Department to take charge of Government moneys between the New York Custom House and the U. S. Mint, in Philadelphia. The care of these immense amounts of treasure *in transitu* was given to Plant, who was regarded by Dinsmore as both vigilant and incorruptible. Probably Plant's very temperate and economical habits, staid manners, and freedom from the hilarity and *abandon* characteristic of the young men of the city, recommended him to the confidence of his chief, more even than his natural acuteness





and thorough way of doing business. After six months' service as messenger between New York and Philadelphia, he was succeeded by the very worthy John Dunning. Plant then went into the office at 16 Wall Street, to take the management of the Hartford and New Haven Express.

Soon afterwards, Adams & Co. arranged to send their money parcels and small packages over the New York and New Haven Railroad, then just completed, paying about \$1,700 per month for the privilege. For about a year more, the other freight continued to go by steamboat to New Haven. Then, at the urgent solicitation of the President of the Railroad, it was all transferred to that route, and the Express run four times a day. This was an important move, and the Hartford and New Haven Express grew rapidly. The Railroad passes through numerous manufacturing places, and the Connecticut nation are pre-eminently an Express people. Their inventive genius and mechanical skill render them the artificers of an innumerable variety of implements and appliances which are saleable in every part of the United States, and which demand Express facilities for their more prompt and reliable distribution.

Hardy was a very useful messenger on the New York and New Haven line for a number of years. Plant continued to have charge of that Express until November, 1854, when he went to Augusta, Ga., to act as superintendent of the Harnden Express, in

that quarter; and he was succeeded here by Wm. L. Crane, one of the very best Expressmen now living.

Hiram Dixon, (now a celebrity as a pictorial penman, and the inventor of the new patent system of book-keeping,) was employed by Dinsmore in 1848 as the accountant of the New York office. An excellent book-keeper himself, Dinsmore was exceedingly particular to have his accounts kept according to the best possible system, and in the neatest and most accurate manner. He was unwilling to have his books inferior, either in their plan or their penmanship, to those of any mercantile house whatsoever; and for that reason he engaged Dixon, who, even as long ago as that, had no superior in his line. Some men are made for one thing, and some for another. Dixon was made to be a book-keeper. In the midst of accounts he is at home. They cannot be too many for him, nor too intricate. Submit to his analysis a set of books which ninety-nine accountants in a hundred would say were in inextricable confusion, and he will bring order out of chaos with almost incredible ease and facility. The books of the Express are unlike any others under the sun; and of all the companies, the "Adams" have had the largest variety and the most rapidly increasing accounts. This has been more especially the case since 1854; and it has afforded us pleasure to observe with what ease and thoroughness their accomplished and veteran book-keeper has acquitted himself. His new mode of book-keeping is wor-



thy of the attention of every accountant and mercantile firm in this and other cities.

John K. Stimson, now for so many years in the Express service, first entered it in 1846, at the invitation of Dinsmore. They had been school-fellows and companions in boyhood. At the time of the so-called "Cherokee War," Stimson was a Quartermaster in the U. S. service. Subsequently, he was a Civil Engineer, and assisted Col. J. Edgar Thompson in making the first Railroad in Georgia, (1838-9.) He had just finished like service in the lower portion of that State, on the Flint River and Ocmulgee R. R., (1844,) when he was written to by his friend D., requesting him to assist him in his office, as cashier and confidential clerk. He also assumed the care of the Custom House brokerage business, which Adams & Co. were in the habit of attending to for the importers. In this capacity he continued until July, 1854.

George M. Curtis, of Boston, was employed in the New York office as early as 1848, and was for some years in charge of the Boston desk. He is now at the head of the money parcel and collection department, and is highly esteemed for his many excellent qualities, and always gentlemanly bearing. William Stevenson, for many years at the head of the Philadelphia department in New York, died a few years ago, of consumption. He was exceedingly accurate in his way-bills and accounts, and his loss was much felt. Dr. Franklin, an assistant of

his, and a very worthy young man, died of the same disease, somewhat earlier. Abram Austin and W. H. Darling were among the best of the old drivers. They were gentlemanly, and very successful in bucking for freight.

Ten years ago, the number of Expresses in Boston, with routes of from five to fifty miles, was not less than twenty, and those were owned by as many different individuals.

The effect of the very commendable emulation between Adams & Co. and Harnden & Co., in the matter of handsome horses and wagons, was noteworthy. Every new Expressman started in business with one idea more strongly impressed upon his mind than any other, viz., whatever other aids and appliances he might lack, he must, at any rate, have a smart horse and a handsome wagon. That notion has continued, until it has become a rule as unalterable as the laws of the Medes and Persians. The same laudable example has had a manifest influence in improving the taste of nearly all who own horses and carts in New York. The Express stables are well worth a visit.

In 1849, a new order of Express service was destined to spring up. "The California gold fever" had broken out, and thousands of young men were thronging to the newly-acquired Golconda, when Daniel Hale Haskell, a highly-esteemed clerk in Adams & Co.'s Boston office, suggested to his employers the expediency of establishing a California



Express. With characteristic prudence, Adams and Dinsmore at first opposed the proposition; foreseeing that the most important point of operations must necessarily be in San Francisco, some thousands of miles beyond their supervision; and they preferred to have all their business where they could give it their frequent personal inspection. However, they at length yielded to Haskell's solicitations, and he went out to San Francisco, in the steamer of September, 1849, to act as their partner in the proposed business. The building which he took for an Express office was a little shanty, of which I. C. Woods was either the owner or the owner's agent. As the business increased rapidly, this building had to be pieced out, or extended in depth, every few weeks, to hold the multitudes which thronged to it to hear the news, obtain or send letters, and remit their gold dust. Help of the right sort for him being very scarce, Haskell was very glad when the experienced and accomplished Expressman, John M. Freeman, arrived out, to employ him at a salary of \$600 per month!

The charge made by Adams & Co. for freight from New York to San Francisco was seventy-five cents per pound, for packages not exceeding fifteen pounds each; and for parcels of less weight, not bulky, such price was made as could be agreed upon. Three dollars was their price for conveying an ordinary-sized daguerreotype; twelve dollars for a parcel not larger than a common size novel; and

this was always exacted in advance. It was paid cheerfully and without any haggling. Since then, the prices have fallen about 60 per cent.

Upon the arrival of the steamer at Chagres with the Express, the freight would be sent ashore in boats—a tedious and perilous job, for the sea usually ran high, and the boats were frequently swamped. At Chagres it was transferred to river canoes, and propelled by natives to Cruces, where it was again transferred and placed upon the backs of mules, which bore it (by a road that would have defied the locomotion of any other kind of beast) to Panama, where the Pacific steamship awaited to convey it to San Francisco. Being liable to be saturated with wet in being carried ashore at Chagres, and in crossing the Isthmus by reason of rains and streams, it was required of shippers to put up their merchandise in water-proof packages. The load of a mule rarely exceeded 300 lbs. Usually he bore two oblong boxes or trunks weighing not over 125 lbs. each.

In the mercurial condition of the California markets at that period, it was highly important that “Express goods” should be put through promptly, say, in from thirty-one to thirty-three days, which was then considered good time; though, by means of the Panama Railroad, and the increased speed of the steamships, the trip from New York to San Francisco rarely occupies more than twenty-three days, and twenty-one days suffices for the return

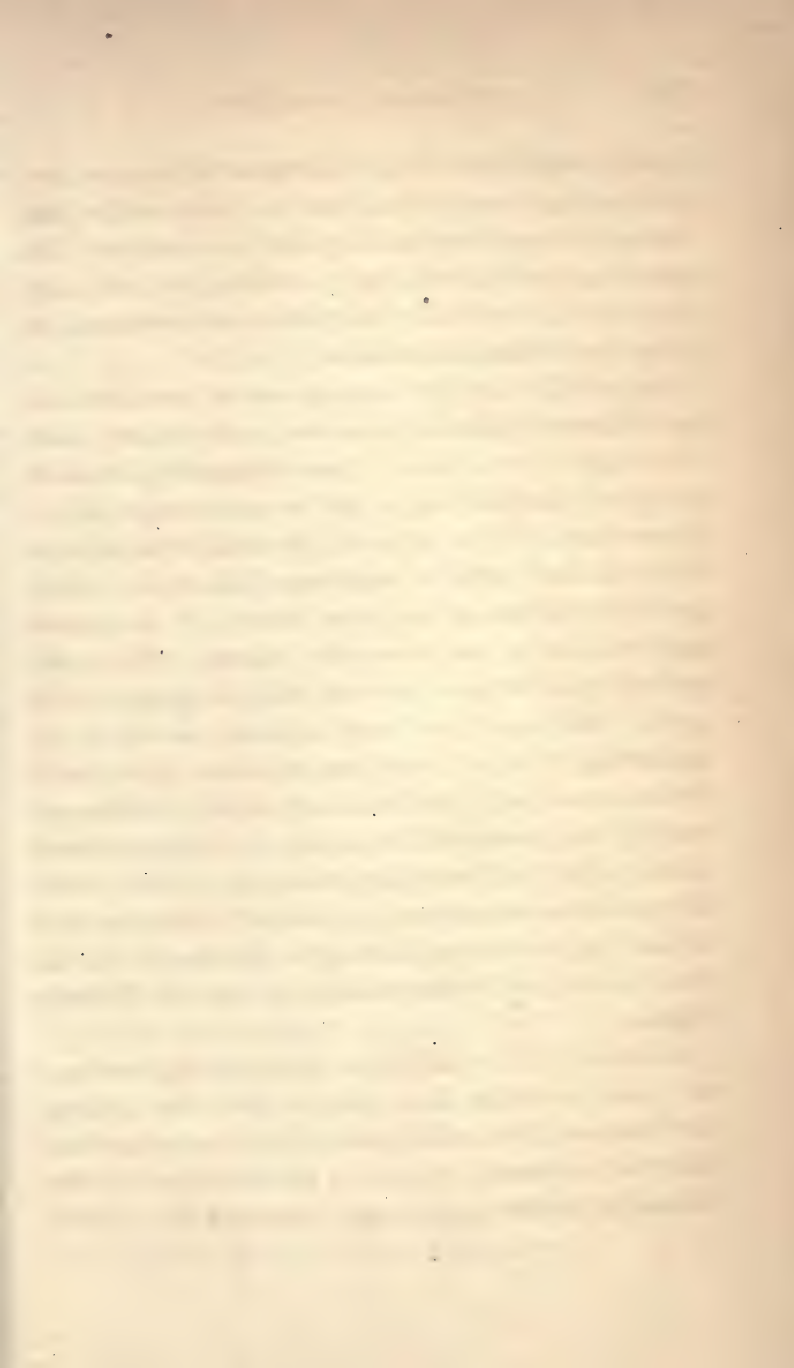
voyage. Adams & Company soon recognized the importance of having their Expresses go forward in charge of some of their own people, and they sent out Fred. Stimson as a special messenger to accompany their freight. No one unfamiliar with the facts has an adequate idea of "the moving accidents by flood and field," the exposure to the weather, and the risk of robbery and murder, (to say nothing of that "dreadful Chagres fever,") which this man, and his immediate successors in the business—Swett, Sanborn, Wallace, Dunning, Parview, Morton, and Trembly—had to encounter.

Another class of messengers to which Adams & Company's Express in California gave rise, were wont to perform their service on horseback between San Francisco (and other towns) and the numerous "diggins." Sometimes they made use of mules; but, in either case, the beasts must be sure and swift of foot, and easy under the saddle, or they were discarded, and better procured in their stead. To be able and willing to run fleetly at a word from its rider was a *sine qua non* in the steed of an Express messenger; and we have heard wonderful stories of the *time* made, under the saddle, in this service. F. A. Stimson and Felix Tracy, who served in this capacity for Adams & Co., could tell many an exciting yarn on this head, and a very interesting book of adventures has been published by "Old Block," Delano, the Express rider, employed afterwards by Wells, Fargo & Co.

(When we think of the trackless wilderness and perilous defiles which the Express riders had to pass through, the mountains they had to climb, and the numerous, and often badly-swollen streams they had to ford, we must admit their achievements to have been almost miraculous.

Intrusted with the conveyance of considerable quantities of gold dust, collected at the mines, these messengers were liable, if they escaped the rifles of prowling Indians, of a far more savage nature than those of the Isthmus, to murderous attacks from Mexican outlaws, and even from such of their own countrymen as had been driven by ill success and bad habits into desperate courses. With singularly good fortune, however, they all escaped that peril. Whatever may have been the cause of the immunity, it is but just to award them great credit for manhood, zeal, prudence and fidelity.) (More recently, very heavy robberies have been perpetrated upon inland California Expresses by highwaymen.) For years the miners and journals of California were almost entirely dependent upon Adams & Co. for their letters, and latest intelligence from the Atlantic States.

Adams & Co.'s California Express business was so prosperous the first year or two, that Messrs. Sanford and Shoemaker (who, in the meantime, had become partners in Adams & Co.'s business in the Atlantic States) sought and obtained an interest in it.



It was a rich treat, in the almost fabulous days of California's development by American enterprise, to be present in Adams & Co.'s office in this city, upon the arrival of an Express from that auriferous region, and see the bags of gold dust—a multitude of them, and of every size—all silently eloquent of the toil and trials of the diggers. If they could have spoken, what stories they would have told us! “Thereby hangs a tale.”

The bags were almost invariably of buckskin, numbered in the order in which they had been received at the Express office in San Francisco, and inscribed with their weight and estimated value, reckoning it at \$17.50 per ounce, or less if of inferior quality. (The dust from the Southern mines of California was the best.) Then there would “open up” boxes of specimens of the precious ore, remarkable either for their immense value or curious formation; or a returned miner would produce one from his pocket—which was literally “a pocket full of rocks.” One of these specimens, as large as a child's head, and very pure, was valued at \$13,000. Others looked as if elaborated by the cunning hand of Queen Mab's goldsmith; and some bore beautiful impressions of clusters of berries and leaves, as if in some grand upheaving or melting down of “the earth's crust,” a shrub had fallen into, or been submerged by a vein of molten gold, which had suddenly cooled upon it, retaining the lineaments of the sprigs to astonish future generations.

There is a vast deal of interesting matter concerning the Express business in California, which, for want of space, we shall have to pass over without even a brief notice. Suffice it to say, that as long as D. H. Haskell gave the affairs and office details of Adams & Co. in California his faithful personal attention, (which was for a year or two,) they were quite prosperous. Their business extended to Oregon, the Northwest coast, and the islands of the Pacific; and from San Francisco they forwarded Express freight to Canton and other ports in China. In fact, it appeared as if it would soon put a girdle around the earth.

To continue our history in chronological order, we must now recur to the Express service on this side of the Pacific.

It is almost incredible that, rapidly as Expresses had increased in the Eastern States, after the example had been set by Harnden in 1839, they were not at all in use in most of the slaveholding States until 1850. Now they are pretty thoroughly awake to the importance of such facilities, as a commercial lever, and are seeking to supply their deficiency; but Stimson & Co. (John K. & A. L. Stimson) found it rather "hard sledding," when, in 1850, they started the first regular Express that was ever in use in New Orleans and Mobile, and the far Southern and Southwestern States; and their expenses exceeded their income. In 1851 they took Addison Brastow into copartnership with them, and he



became the resident manager in New Orleans. Their office in New York was with Adams & Co.—whose business had so enlarged as to occupy two stores, Nos. 16 and 18 Wall Street. A. & Co., in the following year, received a half-interest in Stimson & Co.'s business, and it assumed the style of Adams & Co.'s New York, New Orleans and Mobile Express. S. & Co. were induced to accede to this for two reasons, viz: 1st, because Adams & Co. would otherwise have established on that route an Express of their own, against which it would have been hopeless to contend; and 2d, because A. & Co. agreed to arrange it with the owners of the Harn-den line that they should not run an opposition.

It was not then a remunerative Express, but it was bound to become the key to constantly extending lines and increasing routes in the Southwest, as the Adams Express Co. are now demonstrating.

Shortly after the commencement of the N. O. Express by S. & Co., John Hoey became associated with John K. Stimson, under the style of Hoey & Co., and started the New York and Charleston Steamship Express. Both of those gentlemen were still in the employ of Adams & Co. Having perfect experience in the service, and endowed with popular address and extraordinary energy, they secured a strong foothold for their new Express; but they expended a good deal of money upon it before it compensated them, notwithstanding that it was a great accommodation to the merchants of

South Carolina, Georgia, Alabama, and Tennessee. [In 1851 or 1852 S. T. Combs & Co. had certain Express facilities in South Carolina and Georgia, but relinquished them in a year or two. Combs now resides in Augusta, Ga.] It will be seen by what we shall have to say of Henry B. Plant's operations in those States, at a later period, that the business, thus well begun by Hoey and Stimson, has since become very extensive.

Hiram Dixon had the charge of the two or three earlier Express freights to and from California. Afterwards, O. P. Blackburn, temporarily supplying Dixon's place as book-keeper, (1849,) had the care of it for a little while. Blackburn afterwards went into business in Aspinwall, as partner of S. Dela Cova, the very worthy agent of Adams & Co. on the Isthmus. George Carrick about the same time became very useful in the New York office, as receipting clerk, and has now the charge of the lower freight department.

In 1850 or '51, A. L. Stimson began what was then an entirely new business in connection with the Express service, viz: a regular Purchasing Agency, for filling orders from a distance for the purchase of goods and articles of almost every description, in New York; and he did considerable at this for the Express-men of California. Wm. T. Porter, editor of the very popular race-course and sporting newspaper, the *Spirit of the Times*, and Holden & McMakin, editors and proprietors of the



Philadelphia Saturday Courier, had done a similar business, for some years previous, for the readers of their respective journals.

In 1852, A. L. Stimson started the first newspaper organ of the Express Companies. It was called *The Express Messenger*, and advocated the interests of all responsible Expresses, everywhere. Its original size was about 7x9, and its title and border were printed in red ink. It was probably the first paper executed in that style. *The Express Messenger* was enlarged from time to time, until about the size of a folio *N. Y. Herald* or *Tribune*. Upon increasing its size again, (1856,) the red ink was abandoned, and in size and appearance it resembled the *Home Journal*. Stimson used it as a medium of communication with the Express agents, whose orders for the sale of produce and purchase of goods he sought (as he still does) to obtain.

John W. Carrington (as early as 1851 or '52, if we mistake not) was in the custom of filling orders for the merchants and others of Panama, and the commercial cities of South America, for the purchase of goods in this city. After leaving the employment of Adams & Co., whom he had served for a year or more in their California department in New York, Carrington advertised his Purchasing Agency, and extended its usefulness to California, and all parts of the United States and Canada. His fluency in the French and Spanish languages, and wide range of business experience, both at home

and abroad, rendered him a very desirable American correspondent. He became associated, in 1854, with A. M. Hinkley, in a baggage and freight Express from Chagres to Panama, but the connection did not last long. Subsequently, he became an authorized agent for the sale of California passage tickets. Still later, (we think it was in 1855,) he commenced his Havana Express, and the publication of *The Commissionaire*, as the organ of his Purchasing Agency, which has now grown to be, in his hands, well patronized.

Charles E. Bowers, Jr., a nephew of Dinsmore, after having served as a clerk in the New York office for several years, went to California in 1852, and becoming Haskell's draft and exchange clerk, made himself very useful to the firm. About the same time, or a little later, the brothers Edward F. Tracy and T. Felix Tracy were employed by Haskell, and for years afterwards were of great service to Adams & Co. in the town of Shasta; one in the capacity of agent, the other as a messenger to the mines.

Freeman Cobb had the charge of the freight department of the California Express in Adams & Co.'s New York office, in 1850, and for about two years later. He was young, but had received a good business education, and was remarkably rapid, as well as correct, in the discharge of his laborious and responsible duties. During Dinsmore's temporary absence in Europe in 1851, nearly the entire charge

of the California freight, parcel, and gold-dust business, in New York, devolved upon Cobb.

The draft and cashier department was filled by H. N. Palmer, who was greatly beloved in the office, because he united to superior ability and assiduous application, a very agreeable personal appearance, and a generous disposition. "*Daisy*" has been for some years past a merchant in the East Indies, but he has not forgotten the Express boys, and all who knew him, here, will not cease to remember him with emotions of pleasure.

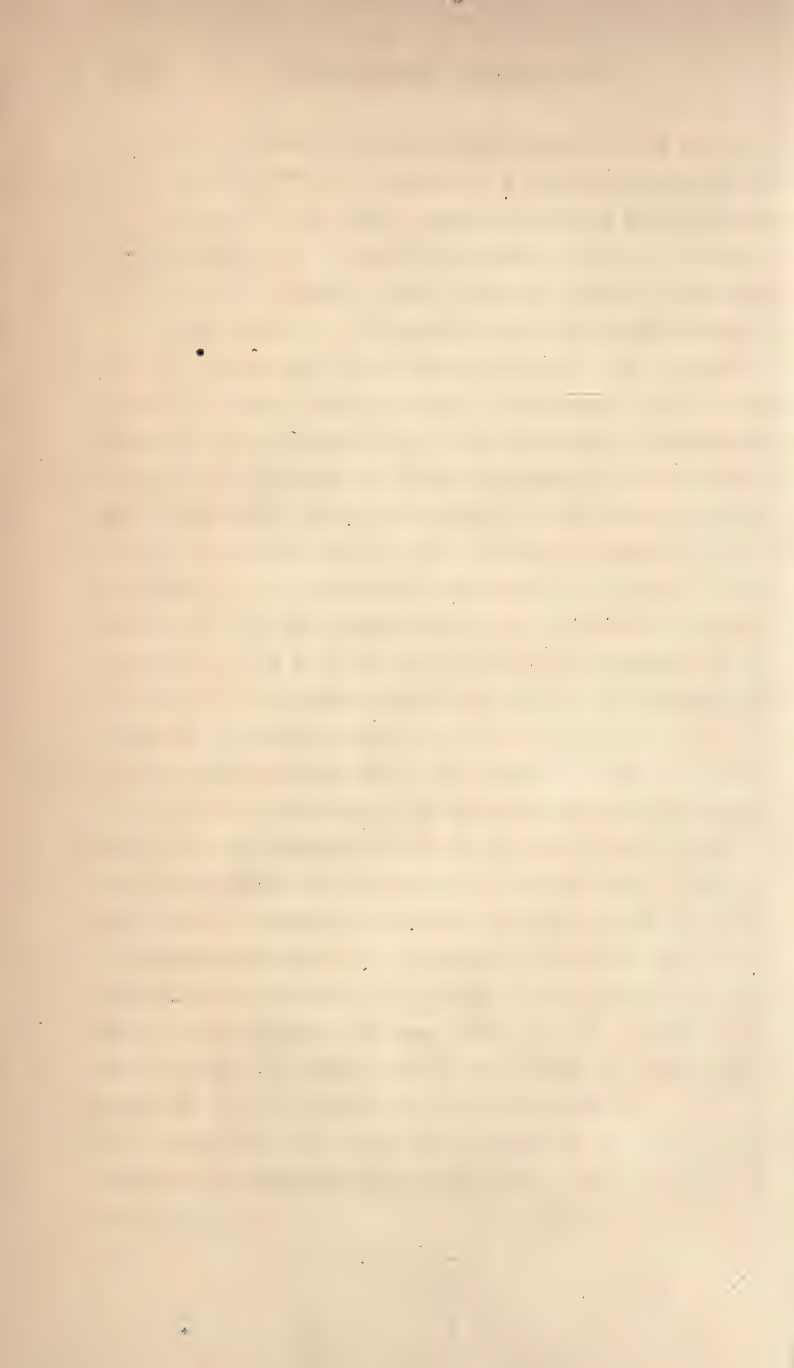
In 1852 Adams & Co. purchased, for \$80,000, the store and lot No. 59 Broadway, and after making extensive improvements upon the same, moved thither from 16 and 18 Wall Street. The same year they sent George Mowton to Melbourne, Australia, to establish there a branch of their Express. Mowton was an experienced hand, of irreproachable character and popular manners. He had served them long and faithfully in the West, and as an agent in Cincinnati, and was a very efficient man, in the right place; but he was not adapted to the meridian of Melbourne. In fact, Adams & Co. ought to have had, both there and in San Francisco, men of thorough commercial education, and perfectly familiar with banking and exchange. Mowton would not have undertaken it, had he had any idea of the character the business would assume, nor would he have been asked to do so. Nor is it probable that Adams & Co. would have projected the

enterprise to Australia, had it not been for the solicitations of a Company of steamship owners, who represented that they should have their steamships make the trips between New York and Melbourne with all the regularity of the Pacific Mail Steamship line. The noble steamer *Golden Age*, (3,000 tons,) was certainly built for the purpose, and advertised when ready; but, little freight and few passengers offering, the line was abandoned. No other line was afterwards started, and having no facilities for the transportation of express freight, and no inclination to do a commercial business, Adams & Co. recalled Mowton, and wound up their affairs in Melbourne, with a very heavy loss. Mowton, soon after his return, became the agent of some valuable coal mines at Trevorton, Pa., where, we believe, he still resides.

Freeman Cobb, who went from the tour of the Continent to Australia, overland, had arrived there about the same time that Mowton had, and started an inland Express upon his own account. He established a stage line, also; having obtained from the United States some wagons which, before he left this country, he had given orders to have made for the purpose. By these means, the Yankee boy in Australia realized a fortune in three or four years, and returned home in 1857, a rich man.

and Joseph Leavitt, another Bostonian, and Expressman, was there at the same time, but was not so successful.





John M. Freeman had purchased of Hawley & Co. an Express from San Francisco to Sacramento City, which, after a term of prosperity, was disposed of at a loss. He then went to Panama and established business, partly express and partly commercial, between that city and some ports in South America.

Samuel W. Langton and A. T. Langton, (Langton & Co.) started an Express from Downieville to Marysville, connecting with Adams & Co. at San Francisco; and several other Expresses were commenced soon after. John Dunning, who had been long a highly esteemed employee, served A. & Co. for a long time upon the Isthmus. John Sanborn, Edward Hall, A. G. Richardson, W. H. Hall, and A. G. Morton were engaged in A. & Co.'s business in California. The melancholy fate of poor Gabe Brush is well known to all our readers. He perished in the ill-fated U. S. M. Steamship Central America, which was lost in September, 1857.

Meanwhile, Adams & Co.'s business at home was rapidly extending South and West of Washington. Adams, Dinsmore, Sanford, Shoemaker, G. W. Cass, and Dr. Howard Kennedy became associated in the ownership and conduct of a line from Philadelphia to St. Louis, Mo., *via* Pittsburg, Pa., under the style of Adams & Co.'s Express. They were largely indebted for their facilities to Dr. Howard Kennedy, (now deceased,) and G. W. Cass, now President of the Pittsburg, Fort Wayne and Chicago Railroad Company.

On the 1st of July, 1854, (as we said in our history of Harnden & Co.,) the following Expresses were consolidated, viz: Adams & Co.'s Eastern, Southern and Western Express; the Harnden Express; Kinsley & Co.'s, and Hoey & Co.'s Charleston Express. This very important consolidation assumed the title of "THE ADAMS EXPRESS COMPANY." It is a joint-stock property, in 12,000 shares, of no specified value, but regarded as worth at least \$100 per share; making, in all, \$1,200,000. The number of its owners in 1854, soon after its organization, or at the time, exceeded thirty. Alvin Adams was its first President. Early in 1855, he was succeeded by G. W. Cass. In the summer of 1854, it was advertised in the *N. Y. Journal of Commerce* and other papers, that Alvin Adams, Wm. B. Dinsmore, E. S. Sanford, and S. M. Shoemaker had dissolved their copartnership with D. H. Haskell, and thus terminated their business in California. It had been decided by the four gentlemen composing the house of Adams & Co. in the Atlantic States, that this firm should do nothing more with California except to forward freight thither from this port. Nor would they be at the expense of keeping an office in California; but in consideration of Isaiah C. Woods' and D. H. Haskell's collecting the freights for them in San Francisco, and remitting the same to them in New York, they agreed, as an equivalent service, to cash any drafts that W. & H. might keep them in funds to meet.





D. H. Haskell then associated with himself his manager, Isaiah C. Woods, as a partner, and they assumed the sole proprietorship of Adams & Co.'s California Express. Representing to Alvin Adams that as they, by their own personal exertions, had made the business what it was in California, they ought to be allowed the best possible hold upon the *name* of "Adams & Co.;" they induced him to become a *special partner*, with no liability beyond \$25,000, which he was to put into the concern. This copartnership was also advertised at the time, in the leading commercial newspapers. Haskell & Woods sent to New York Wm. H. Hall, an experienced exchange book-keeper, to serve them as their own proper agent here, and to hire, if necessary, another office for the purpose. They do not appear to have regarded the Adams Express Company as friendly to their interests.

It was a fact, that a share of the prosperity and fame of Adams & Co., in California, was owing to the industry, enterprise and remarkable ability of I. C. Woods; but with all his capacity for usefulness, Dinsmore, Sanford, and Shoemaker regarded him as (too bold and unsafe an operator.) The result corroborated their fears. Before a year had elapsed, the California Express was prostrate in inextricable and hopeless bankruptcy.

It led the gentlemen who were doing the freighting business in the Atlantic States, under that name, to relinquish it to John M. Freeman, John K.

Stimson, and Josiah Hedden, who started about that time the enterprise now well-known as Freeman & Co.'s California Express. The exchange and banking patronage was transferred by the public to Wells, Fargo & Co., who obtained also a large share of the freight. At the time of the creation of the new firm of Freeman & Co., Stimson was in San Francisco. Freeman, then in business at Panama, changed his location to California, to take the supervision of the business of his new firm there. Hedden superintended its operations in the Atlantic States, and is entitled to the most unqualified commendation for his management. Stimson shortly afterwards returned to New York, but he has recently passed a month or two in San Francisco. The partners being in the prime of life, full of energy, and thoroughly accomplished in the service, were bound to succeed; and they have done so. In the latter part of 1857, or early in 1858, Freeman Cobb (who I have said had returned from Australia) became associated with them, as a silent partner. Freeman & Co. despatch and receive an Express by every steamship, and are doing an extensive business very satisfactorily to their customers.

The Alta Express Company, doing business between San Francisco and the principal mines, connect with Freeman & Co. at San Francisco, and occupy a portion of their premises there. The gentlemen employed by that Express are distinguished for their enterprise and cheerful attention to their duties.





Gregory & Co. and Bedford & Co., who were early California Express-men, relinquished the business after trying it a few years.

Many of the old employees of A. & Co. in California associated themselves, in 1855, as the Pacific Express Company, but after a year or two it failed, and was abandoned.

The joint-stock Adams Express Company, though composed mainly of men who had never had anything to do with the California Express, suffered indirectly from the injury inflicted upon the name of Adams Co. by the failure of Woods and Haskell, at San Francisco, but it did not harm the Company in the esteem of such of its customers as knew it best, and in a few weeks its business received an impetus which put it far ahead of its old position.

At the same time that Plant assumed the charge of the Harnden Express in the Southern States, December 1, 1854, the directors of the Adams Express sent Clapp Spooner, (one of their number,) to the same section of the country to make contracts with the Railroad Companies for Express privileges for his employers and associates on the roads from Charleston, S. C., to the westward; and he succeeded satisfactorily in his mission. He was, himself, the Superintendent of a Railroad in Connecticut, and had had, also, much experience as an Expressman.

On the 1st of January, 1855, the Adams Express commenced running from Charleston to Columbia.

S. C., daily; also, from Charleston to Montgomery, Ala., Atlanta, Geo., Chattanooga and Nashville, Tenn., and Augusta, Ga. They had for sometime prior had messengers on the route from Charleston *via* Wilmington, N. C., and Weldon to Baltimore, Philadelphia and New York.

The "Adams Express" routes, in the Southern quarter, are as follows, viz: by Railroad from Augusta, Charleston and Columbia to New York, *via* Wilmington, N. C.; Weldon, Petersburg and Richmond, Va.; Washington, Baltimore and Philadelphia, daily. Freight Express every Wednesday and Saturday, by Spofford & Tileston's line of Charleston steamers: express from Charleston to Augusta, daily; from Augusta to Nashville, Tenn., twice a day, *via* Atlanta, Ga.; and to Memphis, Tenn., daily, *via* M. & C. Railroad, from Stevens; a point on the N. & C. Railroad, which was opened for travel April 1, 1857.

H. B. Plant is superintendent of both the Adams and the Harnden lines in that section.

In October, 1857, the Adams Co. established a tri-weekly Express between Memphis and New Orleans, by the M. & New Orleans Packet Co.'s line, taking freight for all the principal landings between the two points. A. W. Swett, the agent there for several years, was succeeded by James E. Simpson. [The similarity of the name of this very efficient agent to that of the original proprietors of the Express there, leads some people to infer that he is







one of them; on the contrary, he has not been long in the business.]

The daily express, before mentioned, from Charleston to Augusta and Montgomery, Ala., connects at Montgomery with their steam-packet express down the Alabama River to Mobile, and thence by the Lake Pontchartrain steamers to New Orleans, daily, Sundays excepted. They dispatch, also, by every steamship an express between New York and New Orleans—say from two to three or four each way, every month.

The New Orleans, Jackson and Great Northern Railroad is now about completed to Jackson, Miss., and it is expected that it will be open to Grand Junction, on the Memphis and Charleston Railroad, during the year 1858. In the meantime, the route *via* Lynchburg and Knoxville, Tenn., will be open for travel and express facilities.

When the whole shall have been completed, it will constitute a continuous line of railway from New York to New Orleans, and the Adams Company expect that their Parcel Express over it will not be more than four days in accomplishing the trip! Four days' time from New Orleans to New York is not bad. How much such extraordinary dispatch by the Adams Express will do to increase the trade and communication between the two great cities of the North and Southwest, it is impossible, of course, to estimate; but we look for wonders. This is the age of the annihilation of space; and

“magnificent distances” are literally made easy by railroad and express enterprise.

It is almost incredible that it was at one time done entirely by wagons and stages. And by the way, we ought to mention, perhaps, that J. S. Lockwood many years ago (say about 1840,) used to drive a baggage wagon from Massillon, O., to Cleveland, semi-weekly, and finally made it an Express line; associating with him G. W. Huntington, now of Canton, O. When the Ohio and Pennsylvania Railroad was completed, they extended their operations to Pittsburg, Pa., but were induced to sell out, two or three years ago, to the Adams and American Express Companies, who call it the Union Line Express.

Clapp Spooner and Alfred Gaither, both experienced agents formerly, are now among the most active and useful managers of the Adams Express. Gaither is superintendent of the Western Division, and resident manager at Cincinnati. He is a gentleman quite popular in that section, and respected in this.

Knoxville is quite an enterprising place, and the people are both surprised and delighted by the rapidity and promptness of the Express in the transportation and delivery of their goods. The same remark will apply to Petersburg, Va., and many other places in the South.

Alvin Adams continues to be the manager of the Boston terminus of the Company's business.





The superintendent of the South-eastern Division is S. M. Shoemaker. Of the Baltimore office, under his supervision, we have already spoken.

E. W. Parsons, superintendent of the Eastern Division, is indefatigable in his attention to his duties, and is much liked.

The very able and popular cashier, and corresponding clerk, in the New York office, J. C. Babcock, was formerly a bank cashier.

R. P. McCullagh, superintendent of the Philadelphia office, has had the advantage of many years' experience, and is highly esteemed for the judicious and thorough manner in which he has always discharged his laborious and responsible duties. Coleman, Gorman, Piers and Bell are old Express-men in that department.

E. S. Sanford is General Superintendent of all the routes of the Adams Express Company.

KINSLEY & Co.'s EXPRESS, which was consolidated, as we have said, with several others in July, 1854, to form the Adams Express Company, was begun by Gay & Co., (James Gay & E. Littlefield,) who run an Express between Boston and New York, *via* Stonington, in 1842. They carried only a trunk of parcels, and had no contract. Gay would run one way, and Littlefield the other; and each had the profits which he happened to make upon each day's work, and pocketed the same, without being expected to render an account to his nominal partner. This arrangement, apparently so primitive and

simple, did not work well in the long run, and Littlefield retired from it. Kinsley next joined Gay, and the firm was styled Gay & Kinsley. The latter, for some years past president of a bank at Newport, R. I., has become eminent as an Expressman. Gay served as messenger.

Subsequently C. H. Valentine became associated with them. Gay, Kinsley & Co. made their first trip by the Fall River line, May 18, 1847, in the steamer Bay State, Capt. Comstock. Sanford & Shoemaker bought out Gay and Valentine's interest two or three years afterwards, and it then took the name of Kinsley & Co.'s Express, which it still bears. Though consolidated with the Adams Express Company, it has a distinct organization of its own.

The New York, Newport and Fall River route, over which Kinsley & Co.'s Express has run ever since it opened, has always been a popular one. The first passengers and freight *via* the Fall River and Old Colony Railroad (as it is called) were sent in December, 1846. From June 1, 1845, up to that time, the Fall River Railroad intersected with the New Bedford and Taunton Railroad, at Myrick's, twelve miles from Fall River. There has not been any stage line through from Fall River to Boston since about two years after the Branch Road was built, about twenty years ago. The last stages through to Boston were owned, from Newport to Fall River, by R. B. Kinsley; from Fall River to



Taunton by Edward Bennett, of the former place; from Taunton to Stoughton by Jesse Smith; from Stoughton to Boston by Drake, Blake & Co. Kinsley, and all, or nearly all these gentlemen had been drivers in their time. They knew their business, and performed it well.

The Fall River steamboats plying between that place and New York have always borne an excellent reputation. L. V. Tilton, the very popular steward of the "Metropolis," was for many years a messenger in the employ of Kinsley & Co.

The New York office is in charge of Littlefield, who has been in the business about fifteen years. His principal assistant is E. F. Sweet, to whom we have before referred, as among the earliest of Harn-den's men. A high value is placed upon their services.

Warren Studley was one of the oldest messengers on this line. Luke Damon has been in its service several years. The Boston office has been for a long time in charge of Henry Kinsley.

"THE NEW JERSEY EXPRESS COMPANY" was chartered by the Legislature of that state in 1854. It incorporated Amos Day, P. W. Martin, Amzi Dodd, R. G. Rankin, and A. S. Dodd. Capital \$100,000. Day had long been an Express-man.

Its route was over the New Jersey and Camden and Amboy Railroads. For several years it was conducted mainly by Messrs. A. S. Dodd and C. A. Darling, gentlemen formerly connected with the

National Express. It has offices in New York, Newark, Elizabeth, Rahway, New Brunswick, Princeton, Trenton, Burlington, and Bordentown.

The New Jersey Express Co. extended their route to Philadelphia, Nov. 1, 1854; and the Adams Express Company took a considerable interest in its success. The president is J. Van Rensselaer, of Jersey City, and the superintendent C. A. Darling, of New York.

Ever since the commencement of the Express by Alvin Adams, it has had a contract with the Norwich and Worcester line between New York and Boston; and as the subject comes naturally within the sphere of this work, we beg leave to insert, here, some facts relating to the history of that popular route of express-men and travelers.

The following is, we believe, a correct list of the steamboats used between New York and Norwich, Conn., during the last thirty-five years, viz: in 1823, the *Fulton* and *Connecticut*; the *Henry Eckford*, a little later; in 1826, the *Fanny*; soon afterwards the *Long Branch*, and for a short time, the *Chief Justice Marshall*; in 1832, the *General Jackson*, (when Thomas Burns began his popular career as a steward for this line, in which service he remains;) in 1836, the *Norwich*; in 1839, the *Charter Oak*; in 1841, the *Worcester*; in 1844, the *Cleopatra*, put on by Cornelius Vanderbilt, who had just bought out the line.

He sold out in 1845 or '46 to the Long Island Railroad Co. In 1848 the Norwich and Worcester Railroad Co. put on the ill-fated *Atlantic*, which was wrecked on Fisher's Island, in the winter of that year. The *Knickerbocker* was put on in her place. A few months later the line was sold to its present public-spirited and enterprising proprietors, the Norwich and New London Steamboat Co., who added the present elegant and commodious *Connecticut*, a steamer which is still the admiration of all who are familiar with her construction, and are good judges of boat building. Capt. Wm. Wilcox, her very worthy commander, was a pilot on the line from 1838 to 1850, when he assumed his present position. Bacon, the clerk, is worthy of her. The staunch little *Worcester* continued to run regularly until 1855, when the Company, surpassing all previous triumphs in steamboat construction, built the *Commonwealth*, a magnificent craft both in size and beauty, and without a superior in the world. For our own part we have never seen her equal. J. W. Williams, (who had been on the line as pilot and captain ever since 1834,) took the command of her, and still has it, very much to the satisfaction of the traveling public. George Geer, the clerk of the Commonwealth, (a gentleman, whose value, in his position, cannot be too highly appreciated,) though still young, has had many years of experience in his business; but the *veteran* on board that boat is her engineer, Thomas Carter, who has been

on the Sound more than thirty years. The suppers on board this floating palace add to its reputation by their excellence. Coyle, steward of the Commonwealth for two years past, was formerly on the *Daniel Webster*, plying between Boston and Maine.

E. S. Martin is the faithful and experienced agent of the line in New York, and C. Pratt, Jr., in Boston. The latter gentleman was for many years one of its conductors through from New York to that city. He was succeeded by David R. Waller, who is regarded as having few equals, and no superiors as a conductor. Barton, the conductor running on opposite nights, is another faithful servitor of the line. They use the sixteen-wheeled cars, which are far safer and more agreeable than the common cars.

THE ADAMS EXPRESS COMPANY.

June, 1858.

PRESIDENT:

William B. Dinsmore, of New York.

VICE-PRESIDENT:

Edwards S. Sanford, of Philadelphia.

SECRETARY:

James M. Thompson, of Springfield, Mass.

MANAGERS:

Johnston Livingston, W. B. Dinsmore, J. M. Thompson, E. S. Sanford, S. M. Shoemaker, R. B. Kinsley, Clapp Spooner, Alfred Gaither, and John Bingham.









HENRY WELLS.

HISTORY OF THE EXPRESS BUSINESS.

HENRY WELLS'S EXPRESS ENTERPRISE. LIVINGSTON & FARGO. WELLS, BUTTERFIELD & Co. THE ORIGIN OF THE AMERICAN EXPRESS Co.; ITS PROGRESS AND PRESENT OPERATIONS. WELLS, FARGO & Co.'S CALIFORNIA EXPRESS. THE NATIONAL EXPRESS Co. THOMPSON & Co. HOWARD & Co. CHENEY & Co. FISKE & Co. THE EASTERN EXPRESS Co. THE UNITED STATES EXPRESS Co. THE HOPE EXPRESS Co. THE CENTRAL EXPRESS Co. THE WESTERN EXPRESS Co. THE MANHATTAN EXPRESS Co. SMALLER LOCAL EXPRESSES.

WE commence our History of the Express business west of Albany, with the portrait of the man whom we regard as its projector; perhaps we ought to say, its founder. In this excellent likeness of Henry Wells, a good physiognomist will readily detect the traits of character which have made him eminent as an Expressman. It is the picture of no ordinary person. No one will pass it by with a cursory glance, as a commonplace countenance. It is a face, distinguishable in a crowd. It is the "counterfeit presentment" of a man who has experienced every variety of fortune, and overcome numerous obstacles to attain the elevated and influential position which he now holds, as President of the American Express Company.

Henry Wells, like Alvin Adams, is a native of Vermont. When he was about six years of age, he came with his father and family to New York State, and he has resided here ever since. Of his early history and business life we know but little. In 1836, he was employed in the service of forwarding passengers and freight over the Erie Canal and the lakes, and Pennsylvania lines of transit, to the Ohio River; in which occupation he continued until engaged by Harnden & Co., in 1841.

As a forwarder, Wells made numerous warm friends by his fine presence, genial manner, and always manly course. With the owners and agents of the People's Line of steamboats on the Hudson River he was a great favorite; and it was by his influence with Isaac Newton and Daniel Drew, that Harnden & Co. obtained express facilities upon that route. Indeed, it was mainly to secure the aid of that influence that Harnden engaged W., at (what was then regarded) a large salary, to act as agent of the river Express.

Upon making this arrangement, Henry Wells leased an office in Albany, in his own name, and took in with him his son, Charles H. Wells, to assist him in the routine of the Express. That was where "Charley Wells," (since so efficient and popular as a messenger, an agent, and now Assistant Superintendent,) received his first lessons in the Express business.

In view of the rapid growth of Western New





York and the Great West, as it was called, Henry Wells recommended Harnden & Co. to extend their express line from Albany to Buffalo, and, as soon as the facilities of transportation would warrant it, to Chicago, &c. Harnden thought, as has been stated in our history of him, that it would be many years before such an enterprise could be made remunerative, and he declined to commence it. "*If he, Wells, chose to run an Express to the Rocky Mountains, he might; he would not do it.*" Harnden little thought when he said so, that, in 1858, his hyperbole would be in a fair way to become a fixed fact.

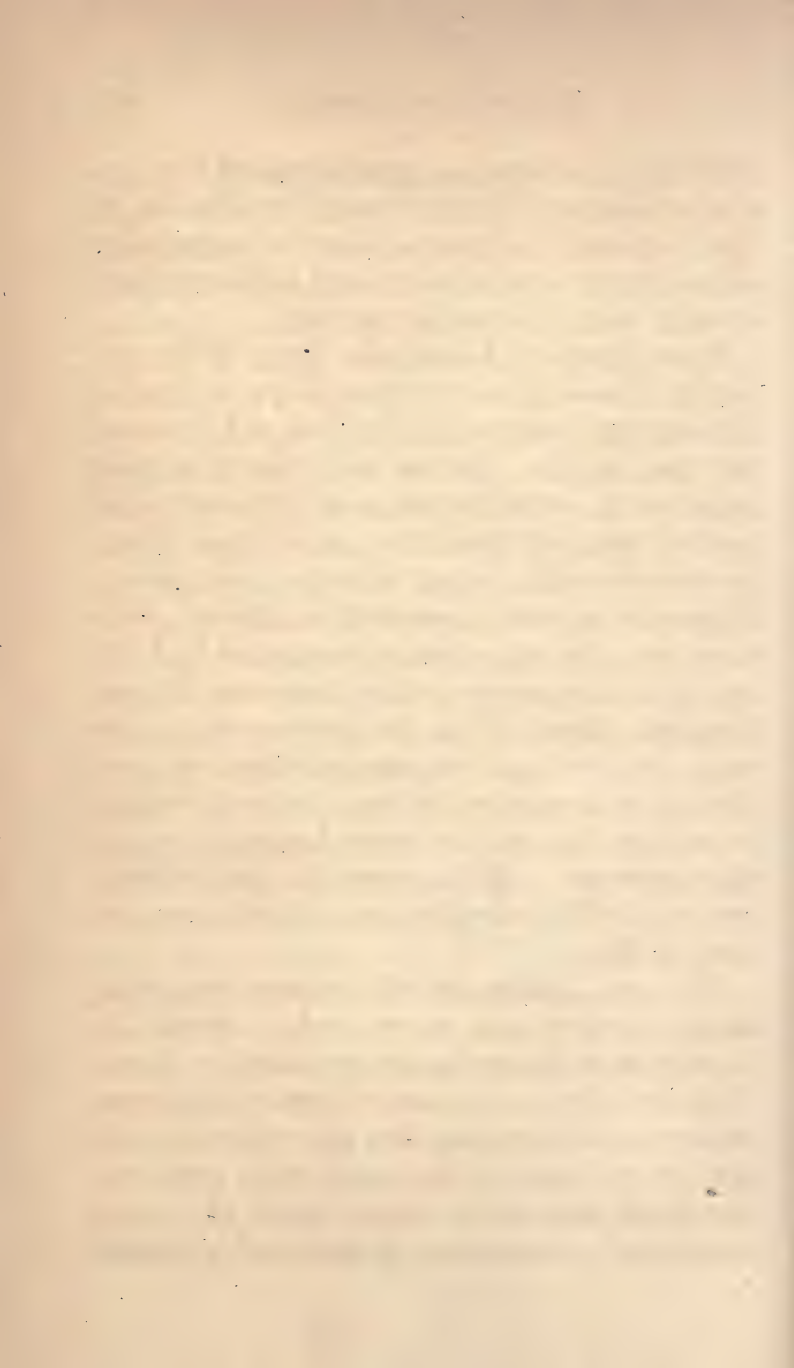
Wells's originating mind, and disposition to put his own ideas into effect—in other words, to have his own head—had an unfavorable influence upon Harnden & Co.'s confidence in his devotion to their interests. In truth, Wells was not a man to play *second* fiddle to anybody. He was better fitted to lead than follow. Unquestionably, Harnden was jealous of him, and feared that the agent might become a rival. At all events, there was a rupture between them after Wells had served only a few months, as we have mentioned in the earlier portion of this work, and a new agent was substituted.

At that time, George Pomeroy (subsequently famous as an Expressman) was a freight and passenger forwarder; and Crawford Livingston, his partner at a little later period, was agent of the Mohawk and Hudson Railroad from Albany to Sche-

nectady. At Wells's suggestion, Pomeroy started an Express from Albany to Buffalo.) He made three trips, acting as his own messenger, but never served again in that capacity. His Express had been relinquished for some time, when Crawford Livingston proposed to Henry Wells that they should join him in resuming the enterprise. Wells consented, and Pomeroy & Co.'s Albany and Buffalo Express was established upon an enduring foundation. Its transportation at that time, (1841,) was by Railroad to Auburn; thence by stage, 25 miles, to Geneva; thence by Auburn and Rochester R. R. to Rochester; thence to Lockport, 60 miles, by stage; thence to Buffalo, 30 miles, by private conveyance; and also from Rochester to Batavia, 34 miles, by Tonawanda R. R.; and thence to Buffalo, 40 miles, by stage. The trip was made once a week, and occupied four nights and three days. It is now accomplished in about eleven hours each way.

The Mohawk and Hudson R. R., the Utica and Schenectady R. R., the Syracuse and Utica R. R., the Auburn and Syracuse R. R., all had been in operation about a year. The Rochester and Auburn R. R. and the Tonawanda R. R. were only partially built; the Attica and Buffalo R. R. had not been begun. These seven railways now compose the great New York Central Railroad from Albany to Buffalo, which, under the management of that experienced, wise, and famous Railroad President, Erastus Corning, has done so much to fill up the





West with an enterprising population, and to serve, as a cornucopia of Ceres, to empty into the lap of New York and the Eastern States the vast supplies of food by which millions here and in Europe have been fed during the last fifteen years.

When Crawford Livingston, Henry Wells, and George Pomeroy started their Express, Erastus Corning was President of the Utica and Schenectady Railroad Co. He was very friendly to their undertaking, but would not grant them any facilities that were not equally free, at all times, to any one who was willing to pay for them. Nor has any Express, at any time, possessed any greater privileges upon that route, than were enjoyed by Pomeroy & Co., the pioneers of the American Express Company. Henry Wells, their partner, run as messenger for about eighteen months, during one year of which he never missed a trip. In every instance he paid his fare, and for extra baggage, like any other passenger. At the outset, the fare from Albany to Buffalo was \$15, but in 1843 it was reduced to \$12.

The new Express did not progress very swimmingly the first year or two, and to increase its business to a degree barely remunerative, Henry Wells made the acquaintance of farmers, fishermen, and merchants along the line, and offered to take any kind of freight for them, and do his best to accommodate them in the transaction of all sorts of errands and commissions. A semi-weekly Express

was put on, and another messenger, (Thad. Pomeroy or Sam. Lee.) Crawford Livingston served as messenger only twice. In 1843, the trips were made daily, and, in order to sustain it, all sorts of commodities, such, for instance, as shad, lobsters, green corn, fruit, oysters, &c., came to be regarded as desirable express freight. Besides, it accommodated the people along the line, and Wells was determined to render the Express as popular an institution in New York and the West as it was in the Eastern States. Naturally of a kind and obliging disposition, he took every pains to serve faithfully every class of customers, without regard to the inadequacy of the compensation.

In 1842, he carried all the valuable express parcels in one carpet bag; and a medium-sized packing trunk held the rest of his weekly freight. In 1843, it was still one trunk, but the size of it had increased, and every year it grew larger and larger, until one day Brooks, the Superintendent of the Auburn and Rochester R. R., (afterwards the very efficient and successful builder and President of the Michigan Central R. R.,) was forced to exclaim, as his eyes fell upon Wells's *baggage*, that "*of all the wonderful growths that he had seen in the West, there was none equal to that express trunk!*"

Having alluded to Erastus Corning and J. W. Brooks as prominent Railroad managers in those days of the origin of railways in this State, it may be well to insert here the names of several other

public-spirited gentlemen, who ought to be remembered for similar services. They were John Wilkinson, President of the Utica and Syracuse R. R., (the Chief Engineer in constructing it;) E. P. Williams and Thomas Y. How, on the Auburn and Syracuse R. R.; Sherwood, of Auburn; Gibson, of Canandaigua; Fellows, of Geneva; Gen. Gould, of Rochester; H. J. Redfield, of Batavia; Hawkins, of Attica; and Oliver Lee, of Buffalo. Wm. C. Young, (since President of the Hudson River R. R.,) was Chief Engineer in constructing the Railroad between Utica and Schenectady, assisted by another able Engineer, C. Vibbard, some years subsequently, and at present, Superintendent of the New York Central R. R. H. W. Chittenden, another constructing Engineer of that period, has been for some years past Assistant Superintendent on the same Railroad, at Syracuse.

The managers of the various railroads which we have mentioned were all favorably disposed to Pomeroy & Co., but lest one Railroad Company should make more lucrative terms with the Expressmen than another, they agreed that each should be represented in every contract for carrying express freight, so that all might be satisfied with the equality and fairness of the compensation.

The charges for transportation of freight in 1841 and '42, were \$4 per 100 lbs. from New York to Buffalo, \$6 to Detroit, and \$8 to St. Louis. In the winter, the rate was \$14 to Detroit and \$18 to

St. Louis; time, 12 days to the former, and 20 days to the latter city!

The prominent stage owners and mail contractors were Asa Sprague, and Thorpe & Sprague, at Albany. Afterwards, Faxton, Butterfield & Co., at Utica, and Sherwood & Co., at Auburn.

The associated banks, to the number of 40 or 50, employed E. J. Humphrey by the year, to act as their messenger in making their exchanges with each other; and he was in the custom of travelling from Albany to Buffalo once a fortnight upon that business.

In 1842 or '43, the Special Agent of the U. S. Mail Department, Lewis Eaton, made overtures to Pomeroy & Co., to do their express business by means of the U. S. Mail facilities upon their route, but they declined to connect with the Government, always claiming to be "the people's line."

Eaton made a similar proposition to Humphrey, the bank messenger, to whom we have already alluded. H. snapped at the bait, and the arrangement was completed. As a preliminary step in this extraordinary game of the astute Postmaster General, Humphrey was made Superintendent of Mails between Albany and Buffalo! This, in connection with his business for the banks, it was thought, would render what may be called the Government or Postmaster General's Express Company, a strong concern, and sure to run Pomeroy & Co. off the course. Humphrey then bought out Harn-



den & Co.'s Hudson River Express for \$2,500, but it was out of their power to give him possession of it until the lapse of 60 days' notice to certain parties.

In the meantime, Humphrey employed the mail agents, between Albany and Buffalo, as Express messengers, and the mail car for express freight! Thus was commenced the first systematic opposition by Government, and the earliest express business on record, of the Post Office Department! Since then, though the Department has refused Express Companies the right to carry letters, it has not scrupled to receive express freight, such as boxes of coin and jewelry, as "mailable matter;" and it still daily encumbers the mails with such incongruous packages.

However, the Post Office experiment at expressing did not last long. Humphrey had the misfortune to have his mail express car switched off one day, by accident, of course, and the train rushed off, leaving it to wait 24 hours. Soon after, the same *accident* occurred again; and all this within the first, and last, week of the enterprise! Humphrey commenced his express on Monday morning, and wound it up on the following Saturday night.

Thus ended the first opposition express upon that route. Humphrey, we believe, obtained the nominal ownership of Harnden & Co.'s Hudson River Express, but never made a trip, and probably never paid the purchase money.

Pomeroy & Co. then commenced running a river express, and had for competitors Pullen & Copp. This continued only a few months, when P. & C. gave up the Albany and Western business, and took the Troy and Northern route, acting as Pomeroy & Co.'s messengers on the river, as it was entirely convenient for them to do so. It was in this service that Copp was robbed of his trunk containing \$64,000 of money and \$500,000 of registered notes, not yet signed by the bankers. The history of that remarkable robbery, and the still more singular recovery of it, is one of the most interesting chapters in express experience, and it will be found in a subsequent part of this work.

In the course of a year or two, the style of "Pomeroy & Co." was altered to Livingston, Wells & Pomeroy, and again to Livingston, Wells & Co., when Pomeroy retired from the business.

The second opposition Express on that route was put on in 1843, by Bailey & Howard, of whom we shall speak more fully in our history of N. G. Howard. It was abandoned after a few weeks' trial. Bailey & Jacobs next put on an Express, but Jacobs getting into some trouble with Her British Majesty's officers of the Customs, in Canada, went away; we don't know where, only that after that trip up, he never made another, and the "line" was discontinued.

The most important fact in Livingston, Wells & Co.'s history in the year prior to the memorable re-



duction in postage by a law of Congress, was the establishment of their Letter Express between New York and Buffalo. The Post Office was then charging 25 cents for a single letter between these places. Livingston, Wells & Co., at the suggestion of Henry Wells, advertised to carry a single letter for six cents, or they would sell twenty stamps for one dollar. This enterprise, in defiance of the Government's assumed prerogative to monopolize the conveyance of letters, caused great excitement in the West. Public meetings were called, and resolutions passed by the merchants and citizens generally, not to send or receive letters by mail to or from any points where expresses run, until there was a reduction in U. S. postage rates. Livingston, Wells & Co.'s Letter Express was, of course, warmly approved and largely patronized by the public, greatly to the chagrin of the Postmaster General.

On the 1st day of April, 1845, the Western Express from Buffalo to Cincinnati, St. Louis, Chicago, and intermediate points, was commenced by Henry Wells, Wm. G. Fargo, and another person, under the style of Wells & Co. There were then no Railroad facilities west of Buffalo, and Fargo, who had charge of the business, made use of only steamboats and wagons. Wm. G. Fargo, a native of Onondaga Co., in this State, had been in the employ of the Auburn and Syracuse Railroad for a year or two, when he entered into the service of Livingston, Wells & Co., as messenger, in which capacity he

gave great satisfaction, because of his fidelity, energy, good judgment and perseverance under discouragements. He was just the man, Henry Wells thought, to overcome the difficulties in the way of establishing a remunerative express business in that untrodden field west of Buffalo. Nor was he destined to be disappointed. Fargo worked with extraordinary force, industry and tact to accomplish what has proved to have been "his mission," and after some years of persevering effort he succeeded in founding a western express upon a permanent basis.

The Letter Express, started by Henry Wells in connection with that of James W. Hale, between New York and Boston, now extended from Chicago, Ill., to Bangor, Me. The Government used every means to break it up. At Utica, its officers arrested Wells & Co.'s messengers, daily; but in every instance citizens stood ready with bail-bonds filled out and executed, so that they were enabled to go on with their letter bags without losing a trip. At Buffalo and Rochester, the entire letter mail over the express route was sent by Wells & Co. Officers were upon the track at every point, seeking to thwart the enterprise; suits were instituted against it in various parts of the country, and the Government was defeated in every case.

The conveyance of letters at one-quarter the price charged by the Government, was the most profitable part of the Express business; and Henry Wells (speaking for himself and several responsible gen-



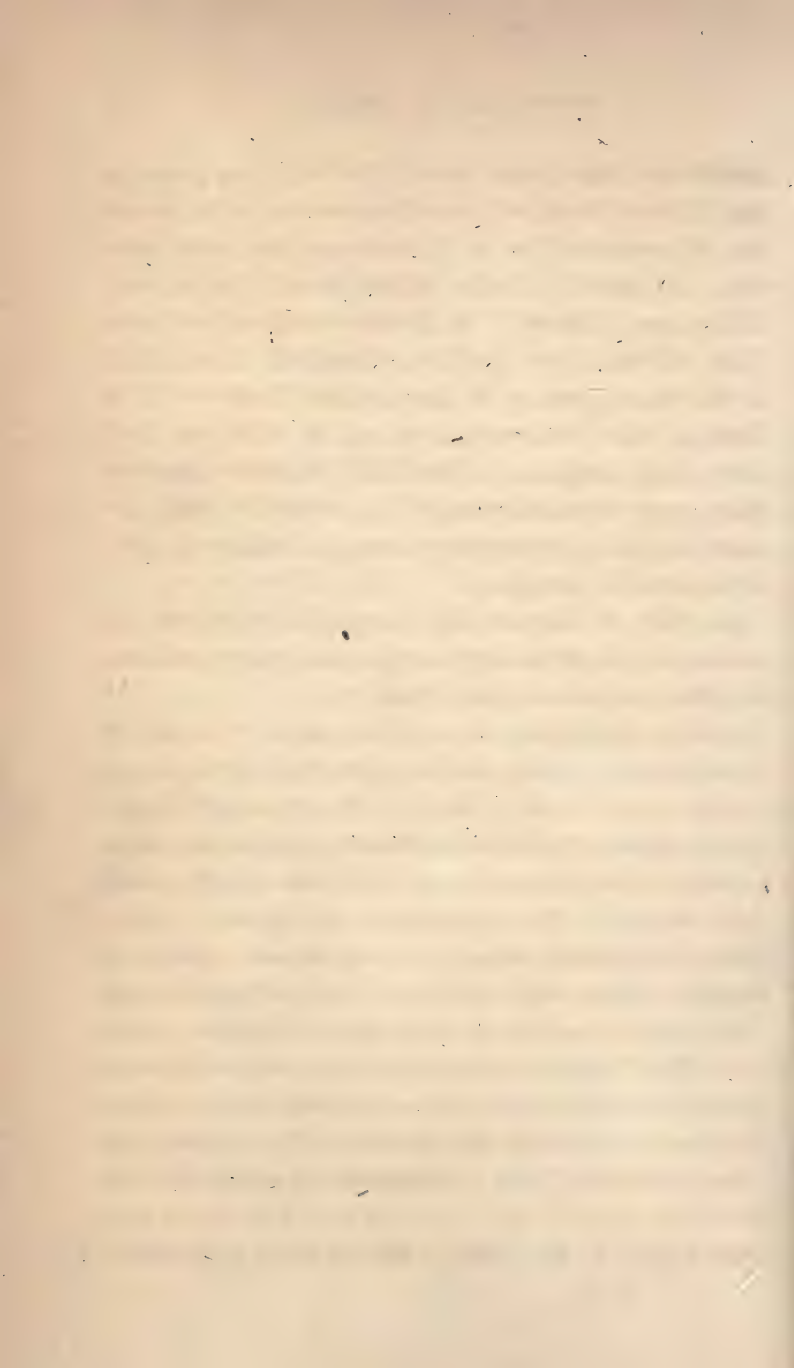
tle men who were desirous of co-operating with him in this matter,) made a proposal to Major Hobbie, the First Assistant Postmaster General, to take the entire Mail service of the United States, including the delivery, at the rate of five cents per letter. "*Zounds, sir!*" replied that energetic and invaluable official, "*it would throw 16,000 Postmasters out of office!*" That was so: and what would the Administration do without its 16,000 Postmasters? They constituted too important an element of party strength to be set aside by any postage reform movement. Of course, Wells's proposition was peremptorily rejected; but the very resolute and practical opposition which he and Hale, and Harnden, and others had initiated against the U. S. postage rates, was so generally sustained by the people in all sections of the country, that Congress was compelled to pass a law at its next session, reducing the rates of postage to about one-fourth of what they had been, though not quite as low as at present. Thus the country owes to the men whom we have named, and to the Express Companies, one of the most important reforms that the mercantile world has ever experienced. As soon as it was accomplished, Hale, and Wells & Co., and the rest, relinquished their entirely triumphant competition with the Post Office Department,) and, thanks to the light which their demonstration threw upon the cost of carrying the mails! they have had no occasion to resume it; at least, not in the Atlantic States. In

California, before Uncle Sam had any mail routes, the Expresses performed similar service, until at length post roads being established by Government, though very inefficiently, the Expressmen were harassed by prosecutions, &c., by the Post Office Agent, into abandoning it there also. Still, it is a very common thing for people to put the Government ten cent stamps upon their California letters, to satisfy the law, and then pay an Express for the conveyance; and this they do because they have more confidence in the express than they have in the post-office delivery. The simple truth is, that the carrying of letters ought not to be a Government monopoly, but every person should have the privilege of sending his letters by any one who is willing to convey them. If that liberty existed, undoubtedly the most of all the letters, &c., usually mailed, would go by Express.

At the time of the postage reform, exchange in Chicago upon New York was from $1\frac{1}{2}$ to 3 per cent.; in Cincinnati it was from 1 to 2 per cent.; in Buffalo, from 1 to $1\frac{1}{2}$ per cent. The establishment of responsible Express Companies immediately reduced the rates of exchange to a little over the mere cost of transporting specie, thus saving millions a year to the commercial community, and obviating the necessity of continuing the United States Bank, which had been the regulator for many years previous.

The firm of Livingston, Wells & Co. was con-





tinued until the latter part of 1846. Just prior to that, Henry Wells sold out his interest in the Western Express to Wm. A. Livingston, and that concern assumed the style which it still holds, viz., Livingston & Fargo. Wells then removed to New York, to assist his partner, Crawford Livingston, in the management of Livingston, Wells & Co.'s Express, the business of which, in this city, had very much increased. Wm. A. Livingston acted as their agent in Albany, and has served in that capacity (with a proprietary interest at a later period, we believe,) ever since.

In 1846, or thereabouts, Livingston, Wells & Co. commenced their European Express, and established offices at London and Paris.

About that time a concern called "Henry & Co.'s Express," was started upon the Albany and Buffalo route, paying, like L., W. & Co., \$100 per day for railroad facilities. If our recollection serves us, this new enterprise was abandoned after the first few trips. The expense was too heavy. Then another opposition was put on by Green & Co., a Baltimore firm, who run it six months, and having sunk sixty thousand dollars, gave it up as a bad job. The fact was, that two harder men to contend with could not have been found than Henry Wells and Crawford Livingston. The former has "made himself," and it requires no praise at our hands to add to his reputation. The latter was known only in the earlier phases of the business,

but we have often heard the highest encomiums of his wisdom, ability and enterprise as an Express proprietor.

Crawford Livingston died in 1847, at his father's residence in Livingston, Columbia Co., in this, his native state. Like Harnden's, his disease was consumption, (a fell-destroyer of many Expressmen,) and he was about the same age at his death, viz., 34 years. It was his last request, that his partner should allow his interest in the Express to continue for the benefit of his widow and children; and with this Henry Wells religiously complied, but the style of the firm was changed to Wells & Co. Its office at that time, and long afterwards, was at 10 Wall Street, in a block of buildings then occupied by the principal expresses, but which was removed some years ago to make way for modern improvements.

Wells, himself, was out of health, when, by the premature decease of his excellent partner, all the labor of conducting their constantly enlarging express operations devolved upon him. Still, he generously continued the Livingston interest for the benefit of the family of the deceased, until 1848, when Mrs. L. voluntarily withdrew it. Shortly afterwards, Johnston Livingston and Edward C. Winslow each purchased a one-third interest in Wells' Express, and the style of Wells & Co. was preserved. Winslow died in 1849.

In the fall of that year a formidable opposition Express was started over the New York Central



R. R. by Butterfield, Wasson & Co. It was a joint-stock concern, with a capital of \$50,000. John Butterfield, who was at the head of it, was no mean competitor. Like one or more of our railroad presidents, he had been a stage-driver in his younger days, and a very popular one he was, too. Before long he became a stage-owner, and at length the sole proprietor of all the principal lines in the centre of this state. In 1849, he was engaged in the transportation of freight across the Isthmus of Panama. He was the projector of the Morse Telegraph Line between New York and Buffalo, and, after building the line by contract, put it into successful operation. Enlisting others with him, he founded a splendid line of large and commodious steamers on Lake Ontario and the St. Lawrence River. In 1848 or '49, he projected the joint-stock Express Company, before mentioned. Wasson, who was associated with him in this enterprise, had formerly been a stage proprietor, but was then Postmaster at Albany.

Early in 1850, negotiations were entered into by Wells & Co., Livingston & Fargo, and Butterfield, Wasson & Co., for the consolidation of the three into one grand line. The result was, that the property and good will of W. & Co. were put in at a valuation of \$50,000, and those of L. & F. at \$50,000: Butterfield, Wasson & Co. put in theirs at \$25,000, and made up the difference in cash. Two firms were then made of the three, viz: "Wells,

Butterfield & Co.," and "Livingston, Fargo & Co.," but comprised in a joint-stock concern, under the style of "The American Express Company." It was stipulated that this arrangement should last ten years. Henry Wells, then absent in Europe, was elected President of the new Company, and he still serves in that capacity. At the same time, Wm. G. Fargo, of Buffalo, was elected Secretary; John Butterfield, of Utica, Line Superintendent; and Alexander Holland, of Schenectady, Treasurer. The latter (a son-in-law of John Butterfield,) was appointed New York Agent, and the duties of this important, responsible, and laborious office, as well as those of the treasuryship; he has discharged for about eight years past with excellent judgment and the most exemplary fidelity. It would be hard to find a more unselfish, true and manly person than Alexander Holland. T. B. Marsh was a very useful man in the Buffalo office. James C. Fargo, Agent at Chicago, and General Superintendent of the Northwestern Division, has been from its commencement a very valuable aid to the able men already mentioned. From intimate personal knowledge, we can speak of him as a thorough gentleman, and in every respect fitted to conduct an extensive business. Indeed, the Fargos are pre-eminently an Express family. Charles Fargo, the very popular Agent and Assistant Superintendent at Detroit, is the proprietor of the Lake Superior Express, which he started about six years ago. Chas.





S. Higgins, also, General Superintendent of the Southwestern Division, has distinguished himself as an Express manager. Other prominent and invaluable agents for some years past, are W. B. Peck, at Buffalo, Dr. Arnett, at Suspension Bridge, A. Seymour, at Geneva, Maj. Doty, at Auburn, and L. B. Van Dake, at Rochester.

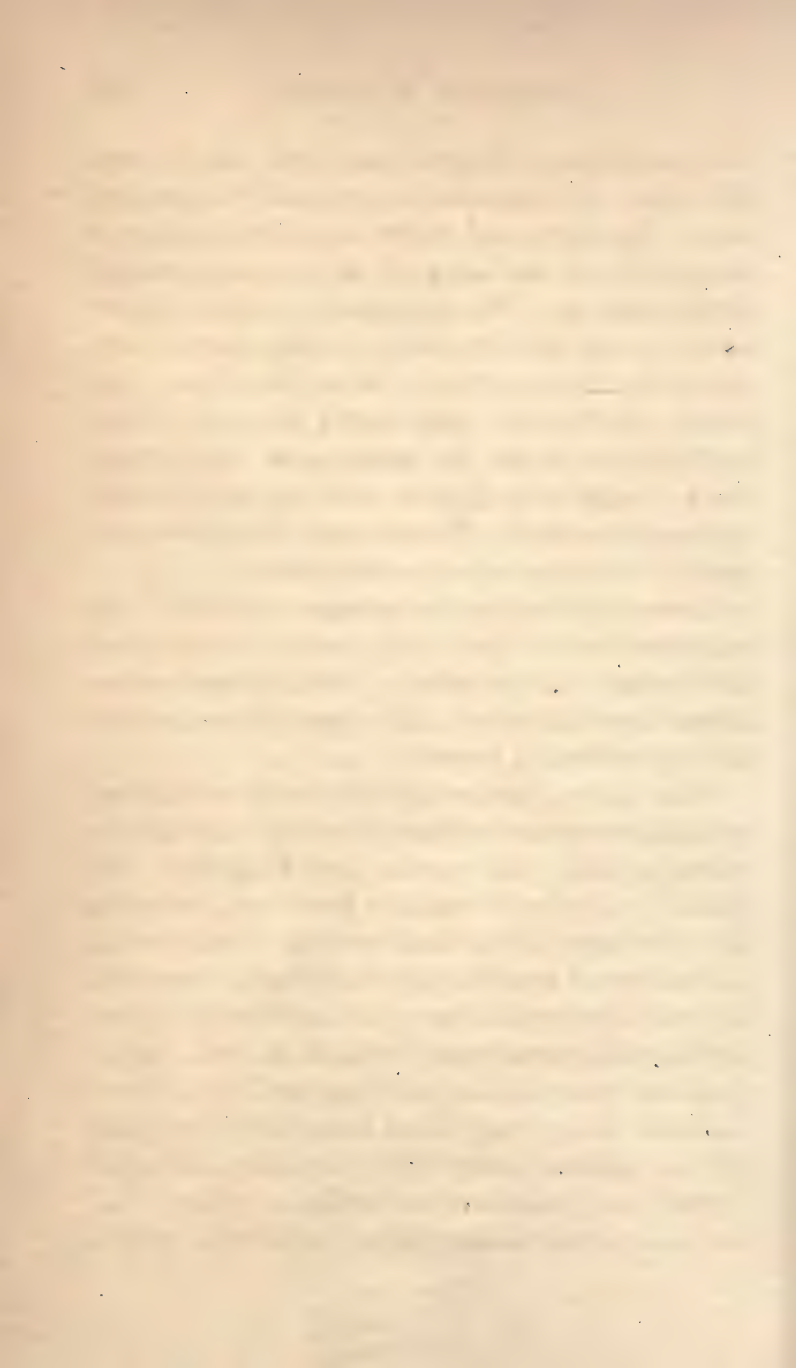
In 1852, Henry Wells, Wm. G. Fargo and others, projected Wells, Fargo & Co.'s California Express, of which we shall speak more fully by and by. In that or the following year, Wells, Butterfield & Co. removed the New York Office of the American Express to the spacious and convenient store, No. 62 Broadway, where they remained until the completion of their present stately edifice in Hudson Street.

In the meantime, the Bank exchanges performed by the Company between St. Louis, Cincinnati, Chicago, Detroit, Buffalo, Albany, New York, and intermediate points, had become in itself an immense business. The parcel and freight Express, also, had increased a hundred fold within ten years.

Early in 1854, another powerful opposition Express suddenly started into existence, and astonished Broadway with its turnout of fine horses and beautiful vermilion-red wagons, with the name in elegant letters on the sides, "United States Express Company." This was not the Express which bears that name at the present day. Its projectors were Charles Backus, Hamilton Spencer, and Henry

Dwight, who, with the aid of others, had made it a joint-stock Company, with a nominal capital of half a million of dollars. Without making any money themselves, it was in the power of the new associates to inflict great injury to the established Express, and this fact led to an amicable and judicious arrangement between the old and the new Company, by means of which the latter was merged in the former; its proprietors becoming stockholders in the American Express Company, which created a new stock at that time, July, 1854, and increased its capital to \$750,000. In the month of September, 1855, the American Express Co. were robbed of \$50,000. It belonged to the Government, and was promptly made good by the Company. The particulars will be given in another part of this work.

The Company now make use of an office, No. 64 Broadway, but in July, 1858, they removed the bulk of their N. Y. business to their new white marble building, at the corner of Hudson and Jay Streets. It is very conveniently situated, upon a line with the Hudson River R. R., from which, by means of a track of their own, the American Express Co. can run their express cars right into their office. This site is just 100 feet square, and cost \$100,000. The spacious and superb edifice erected by the Company upon it, under the immediate direction of Alexander Holland, assisted by Col. A. M. C. Smith, contains, besides the Express office, a commodious store and several large warerooms.



The cost of the edifice and outfit was not far from \$130,000. It is the admiration of all who pass that way. The rooms and freight depot of the Express are ample and well-adapted to every requirement of the business. The safe vaults of the Company extend from the foundation to the second floor, where the Treasurer and Cashier Rice have their offices. In the same story is the Directors' Room, a lodging room for the messengers, the porter's room, the janitor's (Tom's) premises, and a handsome apartment for the Overland Mail Company, besides "all the modern conveniences."

These large improvements argue, of course, a vast augmentation of the public patronage, by which this Company is sustained. This Express now employs about 1,300 men, 250 wagons, and a proportionate number of horses.

John Upton, the hero of Spuyten Duyvil, was a veteran messenger of this Company until his decease, in 1857. He was the most faithful of "the faithful," and that is saying a great deal, for among the messengers of this Express we find such men as Luke Hassert, and Whitney, and Boniface, and others whom we would trust with untold gold. When, by a terrible catastrophe to the R. R. train, the express car was pitched into Spuyten Duyvil Creek one cold winter's night, and John Upton lay crushed and almost fatally injured by the side of an express safe containing more than a million of dollars, he excited the surprise and admiration of those

who would have removed him from his perilous situation, by calmly refusing to leave the charge which he had in trust. And there did John Upton remain, mangled and wet, and half-frozen, until daylight came, and with it some agent of his employers to whom he could safely resign the custody of the valuables over which he had stood guard throughout that trying ordeal. Noble John Upton! your memory will long be cherished as one of the truest and most courageous of men. May your example ever be revered by all connected with the Express!

In this connection we ought to say, that in its offices here and in Buffalo, Chicago, St. Louis and elsewhere, the American Express has been very fortunate in the fidelity of its men. It would be invidious to mention a few only, and to name all the clerks, agents, messengers, drivers and porters, who have rendered themselves honored for their fidelity and usefulness to this admirable Express, would require more space than we can command.

ORGANIZATION OF THE AMERICAN EXPRESS Co. 1858.

Henry Wells, *President*.

John Butterfield, *Vice-President*.

Wm. G. Fargo, *Secretary*.

Alexander Holland, *Treasurer*.

Trustees.

Henry Wells,

John Butterfield,

Wm. G. Fargo,

Johnston Livingston,

Hamilton Spencer,

Wm. A. Livingston.



General Superintendent Eastern Division, Col. Daniel Butterfield. Assistant, W. B. Peck.

General Superintendent Northwestern Division, James C. Fargo. Assistant Superintendents, Chas. Fargo, Charles H. Wells, and J. H. Talbot.

General Superintendent Southwestern Division, Charles S. Higgins. Assistant Superintendents, E. W. Sloane, E. L. Spencer, B. F. Peckham.

The lines of this Company have been greatly extended since 1850; preceding the railroads where they were not yet constructed, and making use of them as soon as they were built and put into operation. Before completing this work, we shall publish a list of the railroads used by the American Express and other Companies, together with a register of Express cities and towns.

THE NATIONAL EXPRESS COMPANY. The headquarters of the National Express Company, in New York, is well represented in our engraving of the office, No. 74 Broadway. The original projector of the business now done by this excellent Company, was J. A. Pullen, and he continues to be one of its managers. He has already been named in this work, as one of the earliest and most efficient of Harnden's aids. Before entering that service, he was agent for the Providence and New York Steamers J. W. Richmond and Kingston, and used to travel

over the route, from Boston, daily. Of good figure and fine address, and enthusiastically absorbed in the execution of the express business intrusted to him by its pioneer, Major Pullen was invaluable as a messenger in 1840, between New York and Boston; in 1841, between New York and Philadelphia; in 1842, between New York, Albany and Troy, *via* the Hudson River steamboats.

In the winter of 1842, or the spring of 1843, Harnden having sold out his Hudson River Express, Pullen & Copp started a like business on that route, from New York to Albany, Troy and Saratoga Springs. At that time, Pomeroy & Co., who had been doing a business between Albany and Buffalo for several months, extended their line to New York.

In 1844 or '45, by an arrangement between Pullen & Copp, and Pomeroy & Co., they ceased their opposition, by making a division of their routes—the former taking Troy and North; the latter Albany and West—and that arrangement has continued in force to this day. It led to some reciprocity of service between them, Pullen & Copp taking charge of Pomeroy & Co.'s Express trunk and freight between Albany and New York. An extraordinary incident which happened to Copp, in that connection, will be related in our budget of Express anecdotes. Soon afterwards, C. retired from the firm, and Major P. took E. L. Stone as a partner, under the style of Pullen & Co.

In 1843, a Mr. Jacobs had started an Express from Albany to Montreal, and continued it for a year or more. E. H. Virgil, since somewhat prominent as an Express proprietor, acted as his messenger and agent about a year, and then, in company with N. G. Howard, purchased Jacobs' interest. They called it Virgil & Howard's Express. Its route was by packet boats or stage from Albany to Whitehall, and thence by steamers, *via* Lake Champlain and Railroad, to Montreal. It connected at Troy and Albany with Pullen & Co.'s. Early in 1844, H. F. Rice bought out Howard's interest, and the firm became Virgil & Rice. H. H. Haile, of Plattsburgh, was in their employment, and has continued on this line ever since. This firm, ere long, united with the other, under the style of Pullen, Virgil & Co.'s Express. Their route was from this city, *via* Northern New York and Vermont, to the principal cities in Canada. It was not, at that period, a very promising field of operation, and men of less sanguine temperament, resolution, and energy, would have abandoned it. Fortunately, E. H. Virgil, upon whom devolved the immediate superintendence of the offices and business details upon the route, was a man of great physical ability united to sagacity, experience and tenacity of purpose. He had a peculiar people to deal with, especially in Canada, where they are slow to enlist in new enterprises. It was only by the most untiring sauvity and patient demonstration of the uses and security of the Ex-

press, for a long time, that he succeeded at last in establishing it in that region upon the same basis of popular appreciation to which it had so rapidly attained in Massachusetts and New York.

In 1849, the firm consisted of J. A. Pullen, E. H. Virgil, Edward L. Stone, and C. A. Darling.

Upon the opening of the Albany Northern Railroad in 1854, Robert L. Johnson, Wm. A. Livingston, and W. E. Hys established a Northern Express, under the style of Johnson & Co., from Albany to Rutland, Saratoga, &c., with a view of extending it into Canada. This enterprise came into competition with Pullen, Virgil & Co., and after its success had become certain, it was deemed politic by the two concerns to consolidate, especially as both were composed of old and influential Expressmen, who could pull together far more profitably, and satisfactorily, than apart.

Accordingly, in the spring of 1855, it became a joint-stock Express, under the style of the "NATIONAL EXPRESS COMPANY," capital stock \$250,000; D. N. Barney, President.

The General Manager of the New York terminus was J. A. Pullen; the Agent, here, W. P. Janes. E. H. Virgil, of Troy, was Superintendent of the Routes.

D. N. Barney had not been educated by experience as an Expressman, but as a Banker. It is true, that he was President of the joint-stock Express known as Wells, Fargo & Co., but it was rather be-

The first part of the letter is devoted to a discussion of the
state of the country at the present time. The writer
expresses his deep concern for the future of the nation
and his hope that the people will rise up and
defend their rights. He mentions the many
difficulties which the country is now passing through
and the need for a strong government to maintain
order and justice. He also speaks of the
importance of education and the need for the
people to be informed of their rights and
duties. The writer concludes the letter by
expressing his confidence in the people and
his belief that they will overcome all their
difficulties and build a better future for
themselves and for their country.

cause of his large experience and position as a banker and capitalist, that he became the head of two or three of those companies, whose history we now have under consideration. The Express proprietary interests, grown to joint-stock corporations, had assumed a financial phase not at all comprehended in Express routine, and it was well, perhaps, to bring to their aid, under these circumstances, a kind of talent and ability never before demanded by the exigences of the business. To that fact we ascribe the election of D. N. Barney as President of the National Express Company; the prosperity which has attended the new organization, under his administration of its affairs, has fully vindicated the wisdom of the choice.

This Express now has contracts for the best facilities which can be afforded by the Hudson River Railroad; the Troy and Boston Railroad; the Saratoga and Whitehall Railroad; Rutland and Washington, Western Vermont Railroads; Rutland and Burlington Railroad, and Champlain and St. Lawrence Railroad.

In the winter, they make use of stages from Burlington, Vt., to Keeseville, N. Y.; in the spring, summer and fall, the steamers, and the Plattsburgh and Montreal Railroad, *via* Rouse's Point.

In Canada, the operations of the National Express Company are very important. Not the least part of their service is the attention which they give to the Custom House business, of which they have a

great deal to transact for the merchants of the United States.

The agent in this city, W. P. Janes, has been in the service some ten or twelve years, and has been characterized by his assiduous, though quiet attention to his duties, and the faithful discharge of the responsible trusts which he has held. He has been fortunate in his assistants and drivers.

The facilities afforded by the National Express for daily communication between New York and the British Provinces in America, are now extensively used, and, beyond a doubt, they have been of incalculable service in promoting a better feeling between the loyal subjects of Queen Victoria, in Canada, and the republicans on this side of the border.

PULLEN & CO.'S HARLEM RAILROAD EXPRESS is the property of the National Express Company. For some years past, its New York office has been at No. 2 Tryon Row. Probably no Express has had a harder or more unprofitable field of labor than this upon the line of the New York and Harlem Railroad. It is by no means a rich section of country, nor has it any flourishing manufacturing towns. The little produce of the farm, the dairy, and the workshop, which comes to this city from that quarter, is mostly in the charge of a set of men called "freighters," who are not only the forwarders but the sellers of it, also; the freighter contracts for the privilege of a car over the Railroad, once or twice a week,

and uses it for the purpose of taking his friends' and neighbors' stuffs to market. Before the operation of the Railroad, he was accustomed to do the same business with a market-wagon. In order to do a large business upon this route, the Expressman must also be a market-man.

This Express was originated by E. T. Dudley, in 1850, or about that time. In 1854 or '55, it was purchased by Pullen, Virgil & Co., (R. L. Johnson in connection,) and called "Johnson & Co.'s Express." In 1857, it was styled Pullen & Evans' Express; in the spring of 1858, it assumed the style of Pullen & Co. Fred. T. Pullen, the New York agent for some time past, (now ably assisted by Charles Janes, of the National Express,) has been in the business for about six years. He is a son of J. A. Pullen, and there is no young man in the profession more ambitious, energetic, and efficient than he. His men are neat in their appearance, and faithful in their service, and his office is a model of neatness and system. Max. M. Hayes is one of the oldest and most indefatigable of messengers. O. E. Vosburgh, the agent at Boston Corners, is one of the best that we happen to know personally. Pullen & Co.'s Express line is about 130 miles in extent, and includes upwards of seventy places of delivery *en route*. In another portion of this work, we shall insert lists of all the cities and towns on the routes of the different Express Companies.

THOMPSON & Co.'s (Boston) WESTERN EXPRESS. This Express was commenced in 1841, by William F. Harnden. Its route was from Boston to Albany, *via* Springfield, Mass. Henry Wells was its original agent in Albany. James M. Thompson, its agent at Springfield, (1842,) had been a clerk in the Boston office. These facts, with the more pertinent one, that in 1844 Harnden & Co. sold this Western Express to J. M. Thompson, we have already related in our history of Harnden's enterprise. The new proprietor was shrewd, systematic and persevering, regular in his habits and very gentlemanly, though rather reserved in his address. His social position has always been superior, and his word has been considered as good as his bond. The good effect of his management of the Boston, Springfield and Albany Express became manifest almost immediately. Order, promptness, fidelity, and a spirit of accommodation characterized all his offices. At the outset he had no partner, nevertheless his Express made use of the style of "Thompson & Co." as at present.

E. Lamb Stone, Thompson's earliest agent in Albany, was succeeded in the autumn of 1844, by Robert L. Johnson, then only 17 years of age. This smart, enterprising, and faithful young man—since so successful in this kind of business—had been for a year or two a clerk for Pomeroy & Co.'s Express, (a daily line to New York, and *semi-monthly* to Buffalo;) and when, in May, 1845, T. & Co.



and P. & Co. occupied the same premises in Albany, he acted as agent for both.

In 1844, J. M. Thompson started an Express by stage and boat, from Springfield to Hartford, and by stage from Springfield to Northampton, Greenfield, and Brattleboro', Vt. When the Railroads were completed, these Expresses were conveyed upon them, and still continue in successful operation.

In 1846, William N. Melcher, formerly of Harniden & Co.'s Express, became a clerk for Thompson, in the Boston office, at No. 8 Court Street. There never was a more quiet, yet careful and efficient agent than Melcher. Some five or six years ago he became a partner with his employer.

In 1847, R. L. Johnson, the Albany agent, started an Express between Albany and Troy, over the Troy and Greenbush Railroad; running as his own messenger, and making the Bank exchanges between the two cities the main part of his business. He continued in this service until the spring of 1853, when he had the good fortune to be taken into the co-partnership of Thompson & Co. We say good fortune, because that Express was doing a very extensive and remunerative business, and it has been materially augmented since that time, by reason of judicious management, superior agents, and the growing prosperity of the communities which it serves.

Thompson & Co. connect with the Adams Ex-

press Co. at Worcester and Springfield, where they have large and commodious offices; at Albany, they connect with the American Express Co.; and at Boston, with the Eastern Expresses. The excellent agent in Worcester, J. H. Osgood, since 1854, has had the supervision of the General Express Agency in that flourishing interior city, and has acted equally for the Adams Express Co., Thompson & Co., and Fiske & Co. His office is one of the most useful in the country.

Thompson resides in Springfield, and the business there is under his immediate supervision. When he first began the business there, he occupied a space of only 15 feet by 7 feet, in the lobby of the Post Office, and did all the work himself. Since then, he has built a commodious office, 65 feet by 50 feet, and now gives employment to 13 men and 4 horses, at that point. It was our purpose to say something in this connection, in reference to the remarkable growth of Springfield since the origin of the Express; but want of space will not admit of it. We will venture to say, however, that not one of its numerous important business establishments has contributed more to its prosperity than the liberal, enterprising, and public-spirited James M. Thompson.

Thompson & Co. have large offices, also, in Boston, Albany, Palmer, Westfield, Springfield, North Adams, Chicopee, Holyoke, Northampton, Greenfield, Keene, N. H., Brattleboro' and Bellows Falls,



Vt., besides agencies at every way-station on the different roads over which they run. Mr. Geer, a valuable assistant, is located in the Springfield office. William N. Melcher, the resident Boston partner, manages the business at that terminus, and Col. Robert L. Johnson conducts the business in Albany, in the same office, (the Merchants' Exchange Building,) with that immense medium of parcel and package transportation throughout New York and the Western States, the American Express Company.

Before closing our notice of the Boston and Albany route, it is due to the railroad men who have been very useful, both to the public and the expressmen upon that line of travel, that special mention should be made of them.

The President and Superintendent of the Boston and Worcester Railroad, Genery Twichell, has had a very remarkable experience through life, and one that reflects credit upon him as a self-made man. He was a country lad of limited education, and without a dollar in the world. His entire capital lay in his innate energy, clear intellect, quick perception, sound moral principles, cheerful temperament, and healthy constitution. He had hardly arrived at manhood when he became a stage-driver upon this same Worcester route that we have been speaking of. A friend of ours, who remembers riding with him occasionally—it was before the Railroad was in operation—eulogizes Twichell in

the warmest terms for his accommodating spirit and happy faculty of making all his passengers as comfortable as possible. He had an inexhaustible fund of racy anecdotes, which he would tell so well, that it was a perfect treat to ride upon the box with him. He was a general favorite, especially with the country folks and the girls and boys on the road, and with these he always had a joke to crack whenever it came in his way to do so, to the infinite amusement of the travellers whom he had in charge. He carried many small and valuable parcels, and executed commissions for the people, very like an expressman. After a period, throughout which he had saved his liberal earnings carefully, he was enabled to purchase the stage and team which he drove between Athol and Worcester, or Boston.

In 1843, he was engaged in driving a stage of his own between Barry and Worcester. Not long afterwards he was part or sole owner of a line from Greenfield, Mass., to Brattleboro', Vt. The Postmaster-General about that time advertised for mail contracts, and Genery Twichell went to Washington. It was supposed by the owners of other lines, who knew that he had gone thither, that he would not undertake to execute more than one contract; but his own private views, it appears, were somewhat broader, for he contracted with the Government to carry the mails upon a number of routes, greatly to the astonishment of others in the business; and what was better still, he accomplished

what he had undertaken very satisfactorily to the Postmaster-General, and came to be regarded as a sort of Napoleon among mail contractors. He became owner of a large number of fine stages and horses, and for many years past his wealth has been attributed to his success in that business. It is a good while since he first entered the Boston and Worcester R. R. Co.'s service, at their solicitation, as Assistant Superintendent. In this capacity he was so invaluable to the Company, that they gladly availed themselves of the first opportunity to appoint him Chief Superintendent. In 1857 or early in 1858, he was elected by the stockholders to the Presidency, but still acting as Superintendent. His life is a forcible illustration of the old adage, that "merit, like water, will find its level."

President Twichell has an excellent Assistant Superintendent in E. W. Ridgway. We remember this gentleman as a clerk, in 1840, in the office of William Parker, who was then Superintendent of the Boston and Worcester R. R. Ridgway afterwards served as a conductor, in which position his agreeable manners, good principles, and eminent business ability impressed the directors so favorably, that, in 1855 or '56, he was appointed Assistant Superintendent. The original Superintendent, Curtis, was killed on a train, at an early period in the history of that road. He had thrust his head out of a car-window, when it came in contact with one of the stone columns which at that time sup-

ported the R. R. bridge in Washington Street, Boston, and his death was instantaneous. He was a very valuable officer and good citizen, and his untimely death was very generally lamented. William Parker, his successor, filled the office for a long time, to the entire satisfaction of the Company. He resigned in 1851 or '52. Another valuable functionary was Edwin Moody, who was agent of the road at Worcester, for 18 or 20 years. One of the oldest conductors is Stephen Cate. The other conductors were Thomas Tucker, Joseph Moore, Geo. Howe, and Fuller. B. W. Hobart has been conductor of the Express train for some years. W. H. Hills, S. C. Heald, G. F. Whiting, Asa Hapgood, Oliver M. Foster, and Geo. Wilder, also, were conductors in 1857, and several or all of them continue so.

Upon the Western R. R., between Worcester and Springfield, Mass., the veteran conductor *par excellence*, is James Parker, formerly stage agent for Burt & Billings' line. He run the first train over the Railroad, accompanied by the Directors, Sept. 28, 1839, and with passengers from Springfield to Boston, Oct. 1, 1839. He continues upon that route, and though now (1858,) it is nearly twenty years since he began, he may be said to have scarcely missed a trip since then. In those early times, before Harnden had started the Express (for sixteen years past owned and operated by Thompson & Co.,) between Boston and Albany, Parker





augmented his income on that R. R. materially, by taking charge of money parcels, &c., and executing commissions between the cities, as the stage-men on some routes were still doing. We have heard many speak of him as their beau ideal of a *perfect* conductor. A gentleman in every sense of the word, yet never above the most particular attention to the smallest details of his duty as a conductor, and evidently having always at heart not only the safety but the comfort of all his passengers, high and low, rich and poor alike, he soon became a great favorite with all who travelled in his train. Conductors can either make or break business for the railroad employing them, according as they discharge their duties to them and the public; and while some men are worth \$2,000 a year to a Company, others employed in the same capacity are worse than worthless. Fortunately, there are many good conductors, and few poor ones.

Foremost among those who are of vastly more value than the amount of their very limited salaries to the interests of the R. R. Companies employing them, we are free to place James Parker. "It is to the intelligence and watchfulness of such men," says a Springfield editor, "that the community at large are greatly indebted. Mr. Parker's life and experience has been a monument to his many virtues, and we take pleasure in giving the record of a man who is so generally respected." In the biographical notice from which we extract the above,

it is stated by the editor, that from 1839 to Nov. 29th, 1856, Parker travelled 1,020,562 miles—equivalent to crossing the Atlantic 340 times, or passing round the globe 33 times. In other words, he has travelled a distance equal to the circumference of the earth once in about five months! It is somewhat remarkable, that during his nineteen years of service as a conductor, his train has never met with any serious accident. Some years ago, by a collision of a freight train and a passenger train at Charlton, on the Western R. R., seventeen freight cars became detached and rushed back, on a down grade, towards East Brookfield, where Parker's train from Springfield, *en route* to Boston, was waiting. Among his multitude of passengers was a large delegation of Baptist clergymen, bound for a convention. The careful conductor was tarrying for the other passenger train to meet him there, as usual. Many minutes passed, and still it had not made its appearance. As usual in such cases, many of the passengers were unreasonably impatient at the delay, and several gentlemen of more respectability than prudence, expostulated against Parker's refusal to proceed. Their train, they affirmed, (and some feeling privileged to make oath, swore to it,) could reach the next turnout before the other had got there; or, on the other hand, if their conductor saw it coming, "he could give a signal to the engineer of the other train to hold up, while theirs should back down." "It was





all nonsense stopping;" "gross mismanagement," &c. Some who had never been on a railroad before, talked with an air of profound sagacity or flip-pant dissatisfaction against "railroad regulations," and the "stupidity" of conductors and engineers. Such was the "outside pressure" to force Parker to go ahead with his train. Even the clergymen, or some of them, thought "it would be as well to trust to Providence and go on." Collisions were not so common in those days as since; and if all conductors were like James Parker, such accidents would rarely occur now. Blandly but firmly, he declined to proceed until the other train had arrived. Many waxed wroth and raved. "Gentlemen," said he, at length, "*you* may proceed if you will, but these cars shall not go on until I hear from the train due." And thereupon he switched his train off upon a turn-out, in order to wait in safety for the intelligence. In a few moments the train of seventeen heavy-laden freight cars from Charlton, before mentioned, with no one to check or guide it, made its appearance, thundering along the down grade with terrible velocity, and on the same track over which Parker had been urged so hard to hurry forward! Had he yielded to their appeals, and proceeded with his train, or even remained upon the track, the passenger cars would have been dashed to pieces, and hundreds of lives lost! By his firmness and foresight, they were safe. In view of their remarkable deliverance, the grateful passengers, up-

on arriving at Charlton, held a meeting, in which God was fervently thanked for their almost miraculous escape; and it was voted unanimously, *viva voce*, to present a silver cup to conductor Parker, as a tribute to his firmness and discretion.

A conductor once asked a director of the R. R. upon which he was employed, how long he must wait for a train that was to meet his at a certain station. The reply was, "*Wait till the wheels rust off, and then get a new set!*" James Parker was the man that would have done that thing without asking for instructions. If all other conductors would be equally firm and prudent in similar emergencies, which occur but too frequently, we should not hear so often as we do of terrible collisions.

The silver cup was delivered to him Nov. 8, 1847, by Edward Riddle, of Boston. It bears the following inscription:

"Presented to James Parker by the passengers of the Springfield and Worcester train of cars, 29th Oct., 1847, for his resolute and decisive conduct exhibited on that occasion."

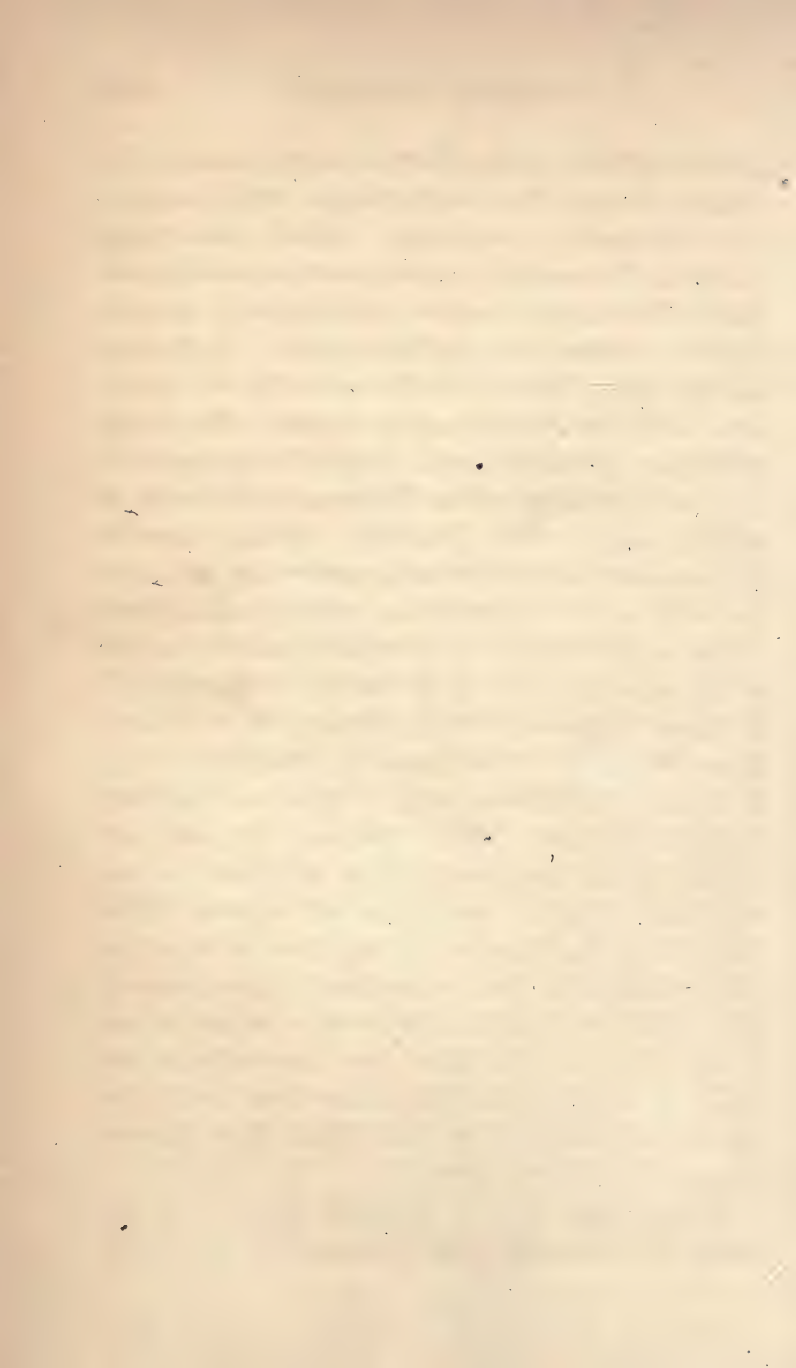
The Hartford and New Haven R. R., connecting with the Western R. R. at Springfield, never was better managed than by its present President, John L. Buckley, and the very excellent Superintendent, James H. Hoyt. The latter is ably assisted by E. S. Quintard. Among the best and oldest conductors, William Bauch, Geo. Cornwall, and I. C. Stock deserve special mention.

Before taking a final leave of the subject of the transportation business in New England, during the latter days of the stage-coach lines, and while the earlier Railroads were only in embryo, we will quote two or three facts, for the accuracy of which we have the authority of the *Boston Daily Advertiser*:

“ In 1827, when careful inquiries for ascertaining the amount of travel and transportation were made on the Providence and Western routes, preparatory to a determination of the question of the practicability of maintaining railroads, it was reported that the number of passengers conveyed in that year between Boston and Providence, by the Commercial and Citizens’ daily line of stage coaches, was 24,100; and that in the same year 1706 tons of merchandise were transported between the two cities in baggage wagons, and 3400 tons in sea vessels passing round Cape Cod, a distance of 210 miles—the distance by the turnpike road being but 42 miles. Subsequently to the date of the opening of the Providence R. R., the travel and transportation on the line were a good deal increased beyond the above amounts. Much of the journeying throughout the Commonwealth was performed at that period in private carriages, instead of stage coaches, and a great part of the transportation of merchandise was done by teams specially employed for each job. The only inland navigation in the State was that of the Middlesex Canal, on which was a packet boat, which left Charlestown for Chelmsford every Tuesday, Thursday and Saturday, and returned on Mondays, Wednesdays and Fridays; and at certain seasons considerable boating of heavy merchandise on the Connecticut River.”

WELLS, FARGO & Co.—The very extensive California Express establishment, now so well known throughout the civilized world as Wells, Fargo & Co., was commenced in New York in the spring of 1852, by Henry Wells, W. G. Fargo, Johnston Livingston, A. Reynolds, and E. B. Morgan. It was a joint-stock Company; capital \$300,000, subsequently increased from time to time to \$600,000. Its original managers were E. B. Morgan, of Aurora, N. Y., President; James McKay, Secretary; Johnston Livingston, Treasurer. The other directors were A. Reynolds, Wm. G. Fargo, Henry Wells, and E. P. Williams. Several of these gentlemen were prominent managers of the American Express Company, and the numerous offices of the latter Express were made use of to facilitate the business of Wells, Fargo & Co.—a very great advantage, and calculated to place the new California Express upon the footing of a long-established concern. W., F. & Co. began by reducing the price of express freight from this port to San Francisco, from sixty cents to forty cents per pound, and their competitors (who had been paid, in 1849 and '50, as high as seventy-five cents per pound,) were compelled to do the same.

The managers of the new company being energetic men, well known in New York for their responsibility, and familiar with “all the ropes,” soon succeeded in obtaining a large patronage in the city. Add to this what was sent in from the American



Express offices in the West, and the reader will readily conceive that Wells, Fargo & Co. made a very prosperous beginning. About that time Adams & Co. removed to their present quarters, and Wells, Fargo & Co. located themselves in the old express premises, No. 16 Wall Street. J. McKay was the agent there; S. P. Carter and R. W. Washburn were the San Francisco agents. The latter gentleman, formerly a bank cashier in Syracuse, N. Y., now has charge of the Exchange department of the Company, in San Francisco. Wells, Fargo & Co. remained in Wall Street several years, and then removed to No. 82 Broadway, their present office.

The original Board of Direction were succeeded by the following, viz: D. N. Barney, President; T. M. Janes, Treasurer; D. N. Barney, W. G. Fargo, Henry Wells, E. P. Williams, J. Livingston, Benj. P. Cheney, N. H. Stockwell, T. M. Janes, and Jas. McKay, Directors. Louis McLane, Jr., was appointed to the responsible post of Agent in San Francisco. Up to that time, we believe, Wells, Fargo & Co. had not owned any lines in the interior of California; but for the sake of greater security in the receipt and delivery of valuable parcels in places beyond San Francisco, they adopted the policy of buying out the local expresses in California, or establishing new lines, which they gave in charge of their own agents.

Wells, Fargo & Co.'s Express lines within the limits of California have become very numerous,

and radiate throughout the state. Under the supervision of Louis McLane, Jr., the experienced and judicious General Agent, and the immediate management of Samuel Knight, the very worthy and efficient Superintendent of the Express department, these interior expresses are admirably operated and rendered profitable. They are so many channels for the streams of gold dust which pour into the Company's coffers at San Francisco, and thence, in half-million shipments, twice a month, are consigned to the house in New York. The Company have quite a number of express offices in Oregon and on the South coast. They run, also, an express to Frazer River.

Among the most useful and highly valued of the many employees who have distinguished themselves by their fidelity to Wells, Fargo & Co., in California, besides those already mentioned, are G. W. Bell, Superintendent of the Express Package Department, J. J. Kelly, Henry Norton, A. B. Mc Niel, W. H. Simmons, J. M. Vansyckle, T. B. Anthony, and Edw. W. Tracy, Travelling Agent. The latter gentleman, for several years the very popular and efficient Agent of Adams & Co., at Shasta, has two brothers, also, in Wells, Fargo & Co.'s employ, viz., Theodore F. and Felix Tracy. In an earlier part of this History, we have confounded the two, supposing Felix's first name to be Theodore.

Wm. H. Harnden, a clerk in their San Francisco office, is a son of The Original Expressman.



"Old Block," (Delano,) whose thrilling sketches of California life, from 1849 to 1854, rendered him a prodigious favorite throughout the "diggins," after having served Wells, Fargo & Co. for a long time as messenger, and afterwards as a local agent, at length retired from the business, and settled down at Grass Valley, where, in 1858, he was still residing.

During three or four years past, Wells, Fargo & Co. have had offices of their own in the principal Atlantic cities, entirely independent of other Express Companies. Aug. 2, 1858, they made a semi-annual dividend of five per cent., and the annual exhibit of their Treasurer showed the amount of gold transported by this Company over the various lines within the State of California, during the year ending Dec. 31, 1857, to have exceeded fifty-nine millions eight hundred and eighty-four thousand dollars. Their ocean transportation of the precious metal must have been about nine millions of dollars.

The New York office of this immense business is remarkable for the thoroughness of its details and the superiority of its management. The same, we are told, may be said with truth of the San Francisco office.

In a Supplement to this work, we shall publish a Gazetteer of express towns, in which will be included a list of the offices of Wells, Fargo & Co., and the other places in California to which they forward.

THE UNITED STATES EXPRESS COMPANY.—The present Company bearing this name (another, it will be remembered, had been previously merged in the American Express Company,) was organized in 1854, with the view of doing a Western business over the N. Y. & Erie Railroad. Its capital stock is \$500,000. D. N. Barney is its President; H. Kip its Superintendent; and Theo. B. Marsh its Treasurer. This well-conducted Express has about 200 agencies, and many employees worthy of particular mention for their fidelity and untiring service. Its field of operations includes the most remote settlements in the Western country. It is very prompt in delivery, and its rates are low. T. B. Marsh, who has acted, at No. 82 Broadway, as its New York agent for several years past, to the entire satisfaction of the Directors and the public, was for some time previously one of the most valuable men in the American Express business. In his excellent, well-managed office he is assisted by W. H. Murphy, and several other efficient men. Myron E. Cole, at Elkhart, is one of the many agents of this Company. H. Kip, the Superintendent, resides at Buffalo, where he has long enjoyed an enviable reputation as an express manager. He has been in the business since 1846, being about that time a pioneer expressman in the Western Express of Livingston & Fargo.

A material addition has been made to the U. S. Express business lately.

The N. Y. & Erie R. R. Co., in 1854 or '55, decided to do the Express business on their route themselves, and did so, accordingly; making H. D. Rice, (since deceased,) its Superintendent. The experiment, however, as might have been expected by any one entirely familiar with the details of express business, was not destined to be successful, although managed during the last year or two by a very able man, to the best of his ability. The liability of their Express to make good any loss of money parcels intrusted to it for conveyance, became a cause of serious concern to many of the N. Y. & Erie R. R. stockholders, and finally, the Directors determined to give it up and stick to their legitimate business. Accordingly, on the first of August, 1858, their Express was transferred to the United States Express Company, by whom it is now operated in connection with their Western lines. An experienced expressman, C. A. De Witt, is Superintendent of the Erie R. R. Division.

HOWARD & Co.'s EXPRESS, PHILADELPHIA.—We have before referred to N. G. Howard, as the Agent of Harnden & Co., at Albany, N. Y., in the summer of 1842. In the following year, he became associated with E. C. Bailey, a very worthy and enterprising young man from Boston, under the style of Bailey & Howard. B. had a warm personal friend in Nat. Greene, who was then in the firm of Harnden & Co. Owing to his variance with Henry Wells,

in 1843, to which allusion has already been made in our history of him, Harnden was desirous of "connecting," at Albany, with some other Express than Pomeroy & Co.'s; and it was at his instigation that Bailey & Howard attempted to establish an Express line to Buffalo in competition with that successful concern. B. & H. soon dissolved their co-partnership, and Bailey returned to the Boston Post Office, where, a few years later, he became Postmaster; and so continued, to the entire satisfaction of the merchants and citizens, until he resigned in 1857, to make room for Nahum Capen. He is now editor and proprietor of a penny newspaper of large circulation and influence—*The Boston Daily Herald*.

Shortly after abandoning his Albany and Buffalo enterprise, Howard joined E. H. Virgil in running an express between Albany and Montreal; but this, too, was up-hill work, and having, in the spring of 1844, a good offer from Harnden, he went to Philadelphia and took charge of Harnden & Co.'s Express in that city.

The Pottsville and Reading Express, *via* Philadelphia and Reading R. R., was commenced by Livingston, Howard & Co. shortly after this. A few years after, E. W. Earl, of Reading, Pa., purchased an interest, and the firm became Howard, Earl & Co. The business was under the immediate superintendence of one of the partners at each principal place; Howard, at Philadelphia; Earl, at Reading; and R. F. Weaver, at Pottsville.

In January, 1854, Earl disposed of his interest to the remaining partners, and the firm became Howard & Co. In November, 1854, the Catawissa, Williamsport and Erie, and the Williamsport and Elmira Railroads formed a connection with the Philadelphia and Reading R. R. at Port Clinton, and Howard & Co.'s Express ran through to Elmira, N. Y., daily; there, forming a connection with the American Express Co., and opening a new and more direct route from Philadelphia to the Northwestern States.

Howard & Co.'s Easton Express was commenced on the completion of the Belvidere and Delaware Railroad to Lambertville, N. J., and thence by wagons to Easton, a distance of 36 miles. The Railroad being gradually opened, the distance for wagoning was lessened, until, in the latter part of the year 1853, the Belvidere and Delaware Railroad was completed to Phillipsburg, (opposite Easton). The Express was then run to Easton entirely by Railroad. The firm was represented by N. G. Howard and A. L. Randall, at Philadelphia, and John Smylie, Jr., at Easton. At this time the Lehigh Valley Railroad was being constructed, and Howard & Co. placed their teams on the route from Easton to Mauch Chunk. In 1855, the Lehigh Valley Railroad being completed, the Express was run through from Philadelphia to Mauch Chunk by Railroad.

The following Railroads are now used by Howard & Co.'s Express:

Lebanon Valley; Philadelphia and Reading; Cat-awissa, Williamsport and Erie; Williamsport and Elmira; Schuylkill Haven and Mine Hill; North Pennsylvania; Belvidere; Delaware; Lehigh Valley; Beaver Meadow; Flemington; Catasauqua and Foglesville.

The intelligent reader will have already inferred that N. G. Howard must have been not only very busy, but remarkably capable, to have accomplished so much. We regret to add, that his health, seriously impaired by his long and arduous labors, has been poor for nearly a year past. The present firm of Howard & Co. is, in every sense of the word, a strong one. A. L. Randall, H.'s partner in Philadelphia, has enjoyed popularity and the most unlimited confidence in that circumspect community, for many years. They are in the same office with the Harnden Express, No. 92 Chesnut Street.

THE AMERICAN-EUROPEAN JOINT-STOCK EXPRESS AND EXCHANGE COMPANY was created in this city by the proprietors of Livingston, Wells & Co.'s European Express, and Edwards, Sanford & Co.'s Foreign Express, in July, 1855, and the two concerns last named were merged in it. James McKay was elected President. In 1857, he was succeeded by E. S. Sanford. H. S. Lansing, formerly a banker, or bank cashier, was the manager from the outset. It was a very well conducted and useful, but not remunerative institution. Its New York office was



at 72 Broadway, and it had excellent agencies in Liverpool, London, Havre, Paris, Boston, New York, Philadelphia, and Baltimore. No company ever had more faithful employees, and its Directors were men of experience; but there were some very material obstacles to its prosperity as an Express, and its prospects were much injured by the withdrawal of the Collins line of Steamships. In March, 1858, the stockholders concluded to wind up its affairs, and transfer its business to H. S. Lansing. The latter gentleman then associated with himself his brother, B. B. Lansing, and the draft-clerk of the Company, A. P. Baldwin, under the style of H. S. Lansing & Co., and removed the exchange and banking business to the elegant and commodious chambers on the second floor of the new white marble building, No. 98 Broadway. The Express business was continued by that firm, at 72 Broadway. H. S. Lansing left for Europe soon after this change was made, with a view to manage the business at Paris, and to perfect his banking and exchange facilities upon the Continent. The New York house now make and sell drafts on London, Liverpool, Havre and Paris; and will draw, also, upon Bremen, Hamburg, and Leipsic.

W. WILLIAMS & Co.'s EUROPEAN EXPRESS, established in 1854 or '55, is located at 168 Broadway. It is safe and reliable, though limited in its operations. Williams was formerly cashier and account-

ant of Edwards, Sanford & Co.'s European Express. He is a native of England, where he was employed as a "commercial traveller," but has resided many years in this country, and has had a long experience in his branch of the Express business. His agent in Boston, W. H. Pillow, a very useful and worthy man, is engaged, also, in the Custom-House Brokerage business for J. K. Stimson & Co.

EARLE & Co.'s EXPRESS, between Providence and Boston, is of nearly twenty years' standing. B. D. & L. B. Earle, pioneers of the Express business in Rhode Island, were formerly bank messengers, and went over the route daily in that capacity from the time that B. & P. R. R. was opened, (1835,) until they started what they called Earle's Express. It has always been a prompt, responsible and reliable concern. The present firm, Earle & Co., include in their range of operations, also, a line between Providence, Warren, and Bristol, R. I.; and another between Providence, Stonington and New London, Conn. Horatio Pollard, an experienced Expressman, is located in their Boston office.

HATCH, GRAY & Co.'s EXPRESS, from Boston to New Bedford and Martha's Vineyard, was commenced in 1840, by that energetic and wide-awake local celebrity, Col. A. D. Hatch, of New Bedford. The terminus of his route at that time was Nantucket. The New Bedford and Taunton Branch

Railroad had just been put into operation. The stage-drivers whom it deprived of business, obtained situations upon the Railroad as conductors and brakemen. The lines of stages thus broken up were owned by Elias Sampson & Co. and Jesse Smith. Sampson soon added his strength to Hatch's, and (in 1843, we think it was,) the firm became Hatch & Co.

Col. Hatch acted as his own messenger for several years, at any rate, and still does so, we think. Rapid in his movements, zealous in everything he undertook, and thoroughly experienced as a man of business, he accomplished more work than half a dozen ordinary employees could have done, and, in the face of much discouragement, established his Express upon a durable foundation.

FISKE & Co.'s EXPRESS had its head-quarters in the Railroad Exchange Building, which forms upon Court Square, the rear of the admirable Museum edifice, owned by David and Moses Kimball. The premises were originally leased by Benjamin F. Cheney, of Cheney & Co.'s Express, for the accommodation of his own, and numerous local Expresses, and under his judicious management it became a sort of Express Arcade.

The founder of Fiske & Co.'s business was L. Bigelow, who had a contract for express facilities upon the Boston and Fitchburg, Mass., Railroad, and Worcester and Nashua Railroad, as early as

July, 1848, and this was continued until March 1st, 1851, when Bigelow having sold out to them, Fiske & Rice obtained the same privileges. This was continued until November 30th, 1854, when from the date of a new contract with the Worcester and Nashua Railroad, we find that the firm had been changed to Fiske & Co. That is still the style of it. Bigelow's main route was from Boston to Burlington, Vt., and Montreal. When he commenced, the Worcester and Nashua Railroad was open only from Groton Junction to Clinton, Mass.: December 18th, 1848, it was opened for travel the entire distance from Worcester to Nashua; connecting at different points, upon the route, with the Boston and Fitchburg Railroad, and the Stony-Brook Railroad. No better built railway was to be found in America, and the world could not show an avenue having a more picturesque and charming series of landscapes to pass through. Old travellers upon this route, before railways had been projected, will remember that its beautiful scenery well repaid the labor of a long coach-ride. The numerous everlasting hills which Genery Twichell and John C. Stiles tried, and not in vain, to make easy with their fine teams and stages, and entertaining talk, are now circumvented of all their difficulties by the Worcester and Nashua Railroad. The gratified traveller, skimming along at the rate of 25 or 30 miles an hour, sees only the agreeable side of them, with the verdant meadows at their feet, intersected

by babbling brooks and still rivers. And now, in place of those admirable stage-men, who gave such a dignity and popularity to their calling in that olden time, we have conductors, Lyman Brooks and Aaron King, whose care and attention to the accommodation of travellers are no less than theirs. For many years those gentlemen have been serving the public upon this admirably-managed road, "winning golden opinions from all sorts of people," by their uniformly agreeable and correct deportment. Lyman Brooks has been upon this Railroad from the commencement. G. W. Bentley, the superintendent of the Worcester and Nashua Railroad, became connected with its direction in 1849, and has labored zealously ever since, to promote its popularity and increase its revenue. The cleanliness of the cars, the neatness and orderly system of the offices, and the thorough repair in which the track and rolling-stock are kept, speak his praises louder than words can do. J. C. Stiles, to whom we have alluded, is now superintendent of one of the Horse Railroads, in Boston.

The original Worcester Expressman was S. S. Leonard. He started it as long ago as 1840; passing, as his own messenger, over the Boston and Worcester Railroad twice a day. Fuller, a conductor upon the Worcester and Norwich Railroad, (we learn from Albert Roath, one of the best conductors ever upon that route,) did a kind of Express service about the same time, between the

two latter cities. Fuller's Express is now well known.

After the Railroads in Massachusetts were finished, or partially completed, Gray used to serve as a common carrier of money packages between Boston and Lowell, and Page, Potter and Anable, between Boston and Salem.

Benjamin P. Cheney, the founder of the Express lines bearing his name, was for many years a stage-driver and proprietor. For a long time his *hat* was his only express crate, and he has said facetiously that it was the cause of his present baldness. Cheney continued in the staging business until some years after the Express had been established by Harnden and others, when he was induced to commence a similar enterprise. Cheney & Co.'s Express lines communicate with the interior of Massachusetts, New Hampshire and Vermont, and for many years have deservedly enjoyed the confidence of the people of that populous and busy section of country.

THE CENTRAL EXPRESS COMPANY was organized Feb. 1, 1858, with a capital of \$200,000, and the following named officers: Johnston Livingston, President; A. D. Hope, Vice-President and General Superintendent; Erastus Littlefield, Treasurer; and William P. Janes, Secretary. Its routes are in New Jersey and Pennsylvania.

THE HOPE EXPRESS COMPANY, 74 Broadway, (whose line runs from this city *via* the Central R. R. of New Jersey, and Delaware, Lackawanna and Western R. R.; also, *via* Lackawanna and Bloomsburgh R. R.; Lehigh R. R., and North Pennsylvania R. R., to Philadelphia,) was founded three or four years ago upon an express business built up by A. D. Hope, and long known as Hope's Express. He is Superintendent of the present very much extended line, and is a hard-working, faithful, and excellent manager.

THE MANHATTAN EXPRESS COMPANY, a very extensive and important City Express enterprise, founded upon the Westcott Express Company, was organized in this city, May 1, 1858. Capital, \$100,000. The following officers were elected at that time, viz: C. A. Darling, President; E. L. Stone, Secretary; A. S. Dodd, Treasurer; Robert F. Westcott, Vice-President and Superintendent.

R. F. Westcott, the originator of the company bearing his name, was an expressman as long ago as 1845. In 1851 or '52, he started a City Express, driving its only wagon himself. Beginning with the up-town city jobs of the Adams Express, he persevered until he induced other Express Companies to give him their work of that kind. Intelligent, quick, faithful, ambitious to please, and determined to succeed, Westcott soon increased his business so as to require another wagon. Still

another was added, in the following year. This augmentation of his facilities increased until April, 1855, when he took one or more partners, with capital, and considerably enlarging his operations, entitled his firm the "Westcott Express Company." In January, 1857, this became a joint-stock concern, and in addition to its city and baggage express business in New York, it operated extensively in Brooklyn, Williamsburgh, and Jersey City; employing about 40 men and 20 wagons. The superiority of its teams, and the promptness and thorough system observed by this company, were too much even for the resolute opposition which was made to it by numerous individual enterprises of the kind, and it attained to an important position. But for the sake of a still better organization, and larger means, its proprietors made it the basis of a still more powerful concern, now known as the Manhattan Express Company. This Company will do for the principal Express companies all of their city delivery work up-town; also, an extensive baggage and parcel business for the community in general. Every department of it is in the hands of experienced and reliable expressmen, and it is a very responsible establishment. Recently, the number of its wagons has been increased to thirty, and instead of one man doing all the work, which was the case at the outset, this Express gives steady employment to about sixty persons. Its agencies are as follows, viz: A. F. Westcott, 168 Broadway;



J. S. Carnes, 4 Astor Place; W. H. Horton, 945 Broadway; W. H. Ross, 31st St. Station Hudson River R. R.; Geo. Y. Miles, 140 Chambers St., H. R. R. R.; Geo. Dixon, Erie Railroad Depot. In Brooklyn—G. Blakely, City Hall Square; H. A. Clagett, 45 Fulton St. In Williamsburgh—W. B. Westcott, 91 South Seventh St. In Jersey City—Wm. M. Dodd, 3 Montgomery St. In Hoboken—G. C. Boyd, Washington St. Its Baggage Agents on the Hudson River Railroad are J. L. Emerson, T. J. Nichols, and John Nichols; on the N. Y. and Erie Railroad, J. H. Dawson, James E. Miller, and H. B. Smith. It performs, to the entire satisfaction of the public, a very large business in the transportation of baggage for passengers upon the two Railroads above named, carrying not far from 100,000 trunks during the year. In this city, it delivers at any place desired below Fiftieth Street. We regard it as altogether the most extensive enterprise of the kind ever attempted in America; and for system and efficiency, it is not excelled even by the best parcel delivery company in London.

BREES & Co.'s EXPRESS line extends from New York to Hackettstown, N. J., over the Morris and Essex Railroad, and by the Sussex Railroad to Newton, N. J. The founder of it, Bailey Brees, in July, 1855, had been engaged for about ten years in running a line of stages to Morristown, N. J. After going into the new business, his son became his

partner, and, from about the 1st of January, Stephen B. Brees has had the entire charge of the Express. It is due to him to say, that he well deserves the constantly increasing favor which the public have extended to his business. Originally, they managed to do their business without any wagon; now, they have five wagons and seven horses.

Brees & Co., (Bailey Brees and Stephen B. Brees,) the proprietors of this Express, have a R. R. contract. Their Agents are located in Jersey City, Newark, Orange, South Orange, Millburn, Summit, Chatham, Madison, Andover, Morristown, Denville, Rockaway, Dover, Drakesville, Stanhope, Waterloo, Hackettstown, Newton, and Schooley's Mountain. They dispatch to those places twice daily. Their New York office, at 66 Courtlandt Street, is a perfect beehive; appearing all the more lively from the frequency of the arrivals and departures of the various Expresses which make it their head-quarters. Brees & Co.'s Express is regarded as very prompt and responsible.

BUDD'S EXPRESS line is from New York to Newark, and all places intermediate. The Package Express is conveyed over the New Jersey Railroad; and freight by wagons, *via* the plank road; distance eight miles.

As the business of Budd's Express indicates considerable ability and enterprise upon his part; using originally only one horse and wagon, and now em-

playing nearly ten times that force; we think it deserving of particular notice. The history of it is briefly as follows:

Established in 1846, by a Mr. Heberton, it had passed through several ownerships, when, in 1852, it became the property of its present very worthy proprietor, Ira Budd. By increasing its number of trips per day, putting on another horse and wagon, and pushing the business with energy and judgment, Budd rapidly increased the number of its customers. Persevering in this commendable course, and constantly making some improvement in the appearance of his teams, he established a reputation for good taste and business ability. So appreciative were the public of this, that his increasing business rendered it necessary for him to purchase more wagons. He has eight now; several of these very large ones, and drawn by two horses. Budd's Express offices are, corner of Washington and Courtlandt Sts., New York, and 134 Market St., Newark. It makes six trips each way daily.

Among the city expressmen, Joseph Black is one of the best. We single him out because he is entitled to notice from his long experience. He has been an expressman ever since 1845.

THE BAGGAGE EXPRESSES.—The credit of establishing that institution, the Baggage Express, properly belongs to that faithful and enterprising express veteran, Warren Studley.

In 1841, he drove the first wagon ever owned by Adams & Co., in New York. He was in their employment about five years, and was regarded as one of their most reliable men. He left them, to run as an express messenger upon his own account, over the Stonington route to Boston. James Gay made alternate trips on the same line, starting from Boston about the same hour that Studley left New York. They worked in unison, yet independently, each being liable for his own risks and expenses, and appropriating the profits of his trips to his own use.

Warren Studley continued this operation for about fourteen months, and then disposed of his business to Charles H. Valentine, who transferred it to the Fall River route new Express, Gay, Kinsley & Co., in which he was a partner. S. entered at the same time into their employment, and served them faithfully as a messenger for several years, after which he acted as messenger for the Harnden Express on the Stonington line, until 1852, when the idea occurred to him of making a specialty of the business of delivering baggage for passengers arriving in the city by the cars. His example has been extensively copied throughout the country. He now has three offices and ten or twelve elegant wagons almost constantly at work, delivering the baggage arriving in the city by the New Haven trains. In addition to the above, Studley has gone into the business of building and selling express wagons.

THE EASTERN EXPRESS COMPANY, founded in May, 1857, with a capital of \$100,000, is a Boston joint-stock concern—a consolidation of the Express enterprises of Carpenter & Co., Winslow & Co., and Hodgman, Carr & Co. Carpenter & Co. were for about ten years in the Express business between Boston and the towns on the Kennebec River. Winslow & Co. (J. R. Hall, Boston manager), succeeded in 1850, or not long afterwards, to a business between Boston, Portland and Waterville, Me., once operated by Longley & Co. F. W. Carr has been in the Maine Express line about seven years. Some four or five years ago he became a partner with Hodgman & Co., and the style was changed to Hodgman, Carr & Co. Their Express business was between Boston and the towns on the Penobscot River.

John R. Hall, the Superintendent of the Eastern Express Company, has been an expressman ever since the days of Harnden's Original Express. The associate managers and proprietors are J. R. Hall and F. W. Carr, Boston; J. N. Winslow, Portland; C. S. Carpenter, Augusta; and F. H. Hodgman, Bangor. Upon their different routes they have about 570 miles of steamboating and 380 miles of Railroad travel. They employ upwards of eighty agents and messengers, and from fifteen to twenty drivers.

Mr. Tucker, in their Boston office, has been an express clerk for many years.



DEXTER BRIGHAM, JR.,
OF THE FIRM OF HARDEN & CO., FROM 1840 TO 1850.



A P P E N D I X .

THE LIABILITY OF EXPRESS PROPRIETORS AS CARRIERS. SOME IMPORTANT JUDICIAL DECISIONS IN RELATION TO IT. EXPRESS ROUTINE. USEFUL HINTS TO EXPRESS EMPLOYEES. A MASS OF INTERESTING AND AMUSING SKETCHES AND ANECDOTES, ILLUSTRATING EXPRESS AND RAILROAD PECULIARITIES. ROBBERIES OF THE EXPRESS.

HAVING given the history of the origin of Railroads in America, and the rise and progress of the Express business, it will be appropriate to devote the closing portion of the work to some mention of matters incidental to those institutions. Express affairs being the subject more especially under consideration, what we shall have to say now, will have particular reference to them.

We propose to speak first upon a point of the last importance to Express proprietors, viz., their liability as Carriers; then of some interesting facts in Express routine, and afterwards devote about 40 pages to curious and useful facts and entertaining sketches and anecdotes, illustrating the peculiarities of Express and Railroad life.

THE LIABILITY OF EXPRESSMEN AS CARRIERS.

For many years expressmen were universally regarded, not as "Common Carriers," but as For-

warders or Agents of those sending by them: hence the terms "Express Agents" and "Express Forwarders." All that they promised, and all that was expected of them, was to use due diligence and fidelity in the execution of the business intrusted to them by their customers. If by storm or fire, or any accident beyond the control of themselves or their employees, any parcel or package in their charge was damaged, lost or destroyed, they were not held liable to make it good or pay for it. They held that the Railroad or Steamboat Company *owning the cars or boats in which the goods were conveyed*, were common carriers; but expressmen were merely messengers. In one or two instances only, in the early stages of the Express business, was this position contested in a court of law. Of late years, there have been several cases of the kind, (to be quoted in the following pages,) but the instances are rare.

Express proprietors are now beginning to regard themselves as carriers under special contract with their customers: that is to say, whenever they take a package or parcel for transportation, they give a receipt for it, in which they state precisely what they undertake to do with it, and the limit of their pecuniary liability in the case.

The Adams Express, in receipting for a package, uses the simplest form possible, giving the marks of it, and specifying the value, if it is stated. The following printed clause is included in the receipt:



"To be forwarded to.....only. It is further agreed, and is part of the consideration of this contract, that the ADAMS EXPRESS COMPANY are not to responsible, except as Forwarders, for any LOSS OR DAMAGE arising from the dangers of Railroad, Steam, or River Navigation, Leakage, Fire, or from any cause whatever, unless the same be proved to have occurred from the fraud or gross negligence of ourselves, our Agents or Servants; and we, in no event, to be liable beyond our route, as herein receipted. VALUED UNDER FIFTY DOLLARS, unless otherwise herein stated. All articles of GLASS will be taken at *shippers' risk only*, the Company refusing to be responsible for any injury by breakage or otherwise."

The "American," "United States," and "National" Express forms, instead of saying "*Received of*," use the words "——— has *delivered to us*." The American Express form contains the annexed clause, which does not vary materially from the above, except in the amount of liability assumed. They

"undertake to forward toor to our agency nearest or most convenient to destination only, perils of navigation and transportation excepted; and IT IS HEREBY EXPRESSLY AGREED, AND IS PART OF THE CONSIDERATION OF THIS CONTRACT, that the said AMERICAN EXPRESS COMPANY are not to be held liable for any loss or damage except as Forwarders only; nor for any loss or damage of any box, package or thing for over ONE HUNDRED AND FIFTY DOLLARS, unless the just and true value thereof is herein stated; nor for any loss or damage by fire; nor upon any property or thing unless properly packed and secured for transportation; nor upon fragile fabrics; nor upon any article CONSISTING OF OR CONTAINED IN GLASS.

CONTENTS UNKNOWN."

And such are the forms in common use. If the value of the package exceeds the sum mentioned in the regular printed form, the company is willing to assume the extra liability. but the amount must

be written in the receipt by the company's agent or clerk, at the time.

In case the article receipted for is a money parcel, or negotiable paper, its envelope should be marked with its value, *and sealed by the person intrusting it to the Express*. This is an important precaution, both for the customer and the company.

INSURANCE of packages is sometimes endorsed upon the receipt, when the customer orders it and pays the insurance premium; the Express Companies having what are well known as "Open Policies" at the Insurance Offices, in which to enter the risks so assumed.

Having premised thus much, to show the nature and extent of the responsibility assumed by the Express Companies in behalf of their customers, we will proceed to quote a few trials and decisions, to indicate the judicial view of Express Carriers' duties and liability:

RUSSELL & ANNIS *v.* LIVINGSTON & WELLS.

Where a package, delivered to common carriers for transportation along their route, on its way to a consignee upon a lateral route branching off from that of the carriers, is addressed to the care of the agent and representative of the carriers at the place where the carriage by them is to terminate, such address is to be regarded as a direction to have the package stopped at the place where such agent is in charge of the carriers' business, and does not import that upon receiving it he ceases to be the agent of the carriers in respect to its custody and becomes that of the consignee.

APPEAL from the Supreme Court. The action was brought to recover the value of a package of money delivered to the defendants, as common carriers, to be carried to the plaintiffs, and which was lost. Upon the trial at the Ontario circuit, the plaintiffs proved the delivery at Amsterdam, by the teller of the Farmers' Bank of Amsterdam, to a messenger in the employment of the defendants, and then in a railroad car used by the defendants for the transportation of packages intrusted to them, of a package of money containing \$981. The package was marked and directed:

“ Russell & Annis,

“ Care of Dawley, “ Port Gibson.

“ Express Agent, Vienna.—\$981.’

and was so directed in pursuance of the order of the plaintiffs. It was proved that the defendants' business was carried on along the line of the Central Railroad from Albany to Buffalo, and that they had agents and kept offices in the cities and principal villages along the line of the railroad, solely for their Express business. The agent at Canandaigua was a witness for the plaintiffs, and testified that he was in the habit of receiving packages at the cars; if the place of destination was on a side route, off from the railroad, he kept them till they were called for; if directed to persons in his village he delivered them personally; he had an iron safe to keep them in, which was the joint property of himself and the defendants; he frequently received Express packages addressed to consignees off the railroad, and further addressed to his care as “ Express agent,” and that he treated and delivered them, as he did all other packages, as before men-

tioned. Dawley, the defendants' agent at Vienna, was also a witness for the plaintiffs. He proved the receipt of the packages in question by him; the package was kept over night, in his office, in an iron safe belonging to the defendants. He corroborated the testimony of the agent at Canandai-gua as to the defendants' mode of doing their business. He further testified that he was in the habit of sending packages to Port Gibson, which is off the line of the railroad, by a stage line; the package in question was sent in that manner the next morning after it arrived at Vienna, and was lost.

The defendants' counsel asked the court to nonsuit the plaintiffs, on the ground that, from the evidence, the duty of the defendants was to carry the package to Vienna and there deliver it to Dawley, and, having done that, their liability was at an end. The judge decided that the defendants were to be held as common carriers from Amsterdam to Vienna, but not from Amsterdam to Port Gibson; and that the evidence established that Dawley was the agent of the plaintiffs to receive from the defendants the package in question at Vienna, and that it was delivered by the defendants to him, and held by him, as such agent, for which reasons the defendants were not liable. He directed a nonsuit, and the plaintiffs took exceptions. The judgment thereupon entered for the defendants was on appeal affirmed by the Supreme Court, at general term in the seventh district, and the plaintiffs appealed to this court.

Henry R Selden, for the appellants.

Cambridge Livingston, for the respondents.

JOHNSON, Ch. J. The plaintiffs were nonsuited









at the trial, upon the ground that the evidence established that Dawley was their agent to receive the package in question at Vienna, and that it was delivered by the defendants to him, and received and held by him as the plaintiffs' agent.

The testimony of defendants' agent at Canandaigua showed that the practice at his agency was to retain packages addressed to persons and places not on the direct line of the Express routes, until they were called for, or written directions were received from the consignee; and that packages so directed, and further addressed to his care as "Express agent," were dealt with in the same manner. Dawley, the agent at Vienna, likewise stated that he treated and delivered packages addressed to consignees off the line of the railroad, and to his care as "Express agent," in the same way as he did all other Express packages. He also stated that he had heard the testimony of the Canandaigua agent, and agreed with him as to the defendants' mode of doing their business. So far as his recollection served him to specify cases in which he had such packages addressed to persons off the direct line, he had received specific instructions from the consignees; but in one case he thought he had sent a package to persons whom he named, and could not say whether or not they had given him any instructions. It is manifest, therefore, that the ruling at the trial was based upon the legal effect of the direction upon the package; for all the other evidence in the case tended to show that, according to the usual course of the defendants' business, what Dawley did at Vienna with this package was done as the agent of the defendants and not of the plaintiffs.

Ordinarily, the address of a package to the care

of any one is an authority to the carrier to deliver it to such person; but when the person to whom it is thus addressed is the agent and principal representative of the carrier himself, at the point where the carriage is to terminate, it may be regarded as a mere expansion of the ordinary direction to have it stopped at the place on the route where that agent is in charge of the business. It should be so regarded; for there is no probable reason why a person sending a package should be supposed to choose to terminate the carrier's responsibility and substitute that of the carrier's agent, when by such change no new duty would be created, and the package would be dealt with in either case by the same person and in the same way. The only object in giving such a direction which could be supposed would be to change the responsibility from the carrier to the agent appointed by the carrier; and as such a change would usually impair the security of the owner, as he must be taken generally to know more about the carrier whom he employs than about the carrier's agent, of whom he will commonly know only the name, it would be acting against the natural presumptions which arise from the situation of the parties to attribute to the owner such an intention.

It was therefore erroneous to hold as matter of law that Dawley received the package as the plaintiff's agent, and there must be a new trial.

SELDEN, J., expressed no opinion. All the other judges concurred, intending, however, to exclude any implication that the defendants were under an obligation to transport the package to Newark.

Judgment reversed and new trial ordered.



HOLFORD *v.* ADAMS and others.

The defendants, an Express Company, received from the agents of the plaintiff, at New Orleans, a package valued at \$40,000, to be transported and delivered to the plaintiff at New York. By the terms of the receipt given for the package, the defendants were not to be responsible for any loss or damage not arising from their own fraud or gross negligence, or that of their servants; and it was proved that there was the same care in the transportation of all articles without regard to their value. When the package arrived at New York, the defendants refused to deliver it to the plaintiff, unless upon the payment of \$400, being 1 per cent. upon its estimated value.

Held, that, under these circumstances, there was no reason for enhancing the charge for transportation in proportion to the value of the articles transported, and that the charge made was therefore, *prima facie*, unreasonable and extravagant.

Held, also, that the charge was not justified by usage, the usage proved not being general, but that of the defendants alone, and there being no proof that it was known to the plaintiff or his agents.

(Before OAKLEY, Ch. J., and EMMET, J.)

November 11; December 10, 1853.

APPEAL by plaintiff from a judgment, at special term, upon exceptions taken at the trial.

The action was for the delivery of personal property, with damages for its detention.

The complaint charged that Robb & Co., agents of the plaintiff at New Orleans, on the 11th of December, 1851, delivered to the defendants, transacting business under the name of Adams & Co., a package containing Arkansas bonds of \$1,000 each, with coupons attached, belonging to the plaintiff, to be transported by the defendants, by steamer from New Orleans to the City of New York.

and there to be delivered to the plaintiff for a reasonable consideration, to be paid by him to the defendants. That when the package was so delivered the agent of the defendants, at New Orleans, signed and delivered a receipt therefor, by which it was stipulated that the defendants should not be responsible for any loss or damage arising from the dangers of the sea, steam or river navigation, or from any cause whatever, unless the same should be proved to have occurred from the fraud or gross negligence of the defendants, their servants or agents.

The complaint then averred that the defendants had transported the package to New York; that he, the plaintiff, had tendered to them a reasonable sum as a compensation for transporting it, and had demanded its delivery; but that they had refused to deliver and still retained it: and then demanded judgment in the usual form.

The defendants, in their answer, denied that the package containing the bonds was delivered to them, to be transported to New York, and there delivered to the plaintiff for a reasonable consideration. They denied that any receipt was signed or given, as alleged in the complaint; and that the plaintiff had offered to pay to them a reasonable sum as a compensation for transporting the package.

They averred that when the package was delivered to them at New Orleans, Robb & Co. expressly stated that the bonds which it contained were of the value of \$40,000; and that it was then expressly understood and agreed between them and Robb & Co., that, in consideration of their taking charge of, transporting, and delivering the package, the plaintiff would pay to them, upon its delivery to

him in New York, one per cent. upon the value of the bonds, as represented and fixed. They then insisted that they were entitled to retain the possession of the bonds until this sum, amounting to \$400, should be paid, which they averred was no more than a reasonable and usual compensation for the transportation of similar packages. The reply took issue upon the new allegations in the answer.

The cause was tried before PAINE, J., and a jury, in December, 1852. Upon the trial, the counsel for the plaintiff read the following stipulation:

“Whereas this suit has been commenced by the plaintiff to recover the possession of certain bonds and coupons in the complaint described, and damages for the detention thereof, and the defendants claiming a lien on said bonds and coupons, and a right to detain the same, for their labor and services in the transportation thereof, from New Orleans to the City of New York;

“And whereas the defendants have surrendered up to the plaintiff the possession of said bonds and coupons under the agreement hereinafter set forth;

“Now it is stipulated and agreed between the attorneys for the respective parties, that, upon the trial of this action, the jury shall assess the amount to which the defendants are entitled for such labor and service; and that in case the amount so assessed shall exceed the amount heretofore tendered by the plaintiff, namely, twenty dollars, the defendants shall be entitled to judgment with costs, and the plaintiff shall, upon demand, pay to the defendants such judgment, and the costs and extra allowance of this suit, or return such bonds and coupons to the defendants, to be held by them as a security for the payment thereof, in the same manner, and

with the same right of lien, as though they had never parted with the possession thereof.

“Dated, New York, April 3d, 1852.

“TUCKER & CRAPO,
“Att’ys Pltff.

“E. H. OWEN,
“Defts. Att’y.”

The counsel for the plaintiff then rested his case.

It was then admitted by the counsel for the defendants, that a receipt for the package had been given by their agent at New Orleans, which corresponded in its terms with the statement in the complaint.

The counsel for the plaintiff then admitted, that on the outside of the envelope which contained the bonds was endorsed the words and figures “James Holford, Esq., 49 William Street, New York—value \$40,000.”

The counsel for the defendants then called

A. L. Stimson, who, being sworn, testified as follows: I am an expressman in Adams & Co.’s office; I have been there about three years; I am in the New Orleans department; I have charge of it; the business of Adams & Co. consists in transporting parcels and freight to most parts of the country, and also to California; they also transport valuable packages, which compensates for the small amounts they receive for the carriage of articles of small intrinsic value; in the transportation of parcels, the valuable parcels compensate for transporting less valuable packages, and enable Adams & Co. to transport the less valuable packages cheaper than



they otherwise would; we have agencies at the principal points of the Union.

Being asked by the defendants' counsel what was the usual compensation of Adams & Co. for receiving at New Orleans, and for transporting and delivering in New York, packages of value; the question was objected to by the plaintiff's counsel, which objection was overruled by the judge; to which decision of the judge the plaintiff's counsel excepted. The witness answered, One per cent. on the value of the package.

Counsel for the defendants then asked the witness:

What is the usual charge of other expressmen and carriers, for transporting packages of value from New Orleans to New York?

To which question the plaintiff's counsel objected, which objection was overruled; to which decision of the judge the plaintiff's counsel objected.

The witness then answered, One per cent. on the value—that is the usual charge of Adams & Co.; it is my impression that the steamships charged at the same rate; it is invariably our customary charge; we make special bargains with people sometimes.

Being cross-examined by the plaintiff's counsel, the witness testified:

There are about sixty Express offices in the city of New York; this number includes all sorts—the local expresses as well as the large ones; I never was employed in the express business before I engaged with Adams & Co.; I have never known Adams & Co. to transport Arkansas bonds before; I don't remember their transporting any bonds except some Texas bonds; I can't say whether they did or not; I don't remember any other bonds than the Texas and Arkansas bonds.

Being asked by plaintiff's counsel what articles of value the defendants have forwarded, he says:

I cannot name any articles of value particularly; I cannot name a single parcel; I remember a parcel of gold dust worth \$1,000.

Being again examined in the direct, the witness said:

Packages, when brought to us to be forwarded, are usually sealed; we rely as to the value of the package on the declaration of the party employing us; sometimes he don't declare its value; we then let it go as a common parcel; the charge on these bonds as a common parcel would have been \$1,50; there is no difference between parcels of valuable goods and common articles in the care we take of them; we charge one per cent. on the value over a certain amount; I remember the bill of this parcel; when this package was received it was sealed; we always ask as to the contents.

Being again cross-examined, the witness testified:

We did not insure this parcel; I remember forwarding gold dust; they sometimes transport goods for jewelers, and we generally make a bargain with them as to compensation.

In answer to a question of the judge, the witness said, The receipt produced is in the common form of the receipts we give.

In answer to a question from one of the jury, the witness said, I do not remember that we ever carried anything for Robb or Holford except this one package.

The defendants' counsel then called

William McGill, who, being sworn, testified: I am an expressman in the employ of Adams & Co.; have been with them twelve months last May; they

are at 59 Broadway; I am employed in the California department, in the general department. Being asked what is the usual rate of charge of Adams & Co. for valuable articles from New Orleans to New York, the plaintiff's counsel objected to the question, which objection was overruled by the court; to which decision the plaintiff's counsel excepted. The witness then answered, One per cent.

Being cross-examined by the plaintiff's counsel, the witness testified:

That he had never been in the express business excepting in the employ of the defendants.

The plaintiff's counsel then offered to show that the bonds, to recover which this action is brought, were actually bought by the plaintiff in December, 1851, for \$26,000.

To which offer the defendants' counsel objected, which objection was sustained by the court; to which decision the plaintiff's counsel excepted.

The cause was then summed up by the counsel for defendants and plaintiff.

Whereupon the judge charged the jury, That if they believed, from the evidence, that the customary charge by express offices was one per cent. on valuable articles from New Orleans to New York, they should find for the defendants to that amount on the value of the package, as the same was marked on the package, and declared to the agent in New Orleans when the receipt was taken. That with regard to the value, the sum of \$40,000, declared to the agent in New Orleans, and marked on the package, and inserted in the receipt, was to be taken as the value.

That if the jury should think that the \$20 tendered by the plaintiff was, under the evidence, enough

for bringing this package, they would find for the plaintiff.

If not, they would find for defendants what they thought a proper compensation.

To this charge of the judge, and to each and every part thereof, the counsel for the plaintiff excepted.

Whereupon the jury found a verdict of \$425 for the defendants.

T. Tucker, for the plaintiff, now insisted that the judgment entered upon the verdict ought to be reversed, the verdict set aside, and a new trial ordered, and rested his argument upon the following points and authorities:

I. The plaintiff had a right to the possession of the bonds in question, upon tendering to the defendants the sum of \$20. 1. The evidence does not present any facts from which the plaintiff can claim compensation for more than a common parcel. 2. It appears, from the receipt given by the defendants, that they were not responsible for any risk, excepting for their own fraud. 3. It also appears, from defendants' receipt, that their charge in this instance was not for insurance. 4. It was also proved that the defendants bestowed no more care on this than they would have given a common parcel. 5. The bonds were not valuable articles, but mere evidences of debt, the destruction of which would not have involved a loss of their nominal amount.

II. There was no commercial or other usage which justified the defendants in charging, or obliged the plaintiff to pay, \$400 for the transportation of the package in question. 1. A usage like that

claimed by the defendants must be so well settled, and of so long continuance, as to raise a fair presumption that it was known to both contracting parties, and that their contract made reference to it (*Eager v. Atlas Insurance Co.*, 14 Pick. 143; *Rayney v. Vernon*, 9 Carrington & P.) It must be so uniform and universal, that every one in the trade must be taken to know it (*Wood v. Wood*, 1 Carr & Payne, 59; 3 Phil. Ev., Cowen & Hill's Notes, 1422; Story on Contracts, sec. 650, p. 5750, 2d ed.) Neither of these requisites is supplied by the defendants' testimony. 2. The testimony of the defendants' witnesses was not competent to establish the existence of a usage. The witnesses, two in number, were in the defendants' employ, and had never had any other experience in the Express business. Their experience in the Express business did not exceed one year; and their knowledge as to transportation of bonds is confined to one instance. Evidence of a few instances is not sufficient to establish a usage (3 Chitty Com. Law, 45; 1 Marsh, 186.) Usage must be proved by witnesses who have had frequent and actual experience of the usage (2 Green's Ev. 208.)

III. The defendants' customary charge for transporting packages was not binding upon the plaintiff, it being in evidence that neither he nor his agent had had any prior dealings with defendants, and there being no evidence that the plaintiff knew, or had notice, that there was any customary charge. "For whatever may have been the usage, it can have no effect on a contract unless adopted by the parties," (*Eager v. Atlas Insurance Co.*, 14 Pick. 143; *Snowden v. Warner*, 3 Rawle, p. 106.) The usages of individuals cannot affect these contracts, unless it

appear that the usage was known to the parties with whom they contracted (*Loring v. Gurney*, 5 Pick. 16; *Garay v. Lloyd*, 3 Barr. & Cr. 793; *Laurence v. Stonington Bank*, 6 Cowen R. 521; *Rusforth v. Hadfield*, 7 East. 225; *Kinkman v. Shadcross*, 6 T. R. 4; 2 Phill. on Ev., p. 37; *Lewis v. Marshall*, 13 Lawson, (N.S.); Duer on Jus., vol. i., pp. 179, 182, 193, 254, in Notes x. to xiii.; *Winstroop v. Union Insurance Co.*, 2 Wash. C. C. R. 16; *Astor v. Union Insurance Co.*, 7 Cowen, 202; *Syces v. Bridge*, 2 Doug. 527.) There must be a general usage, or universal custom, brought home to the knowledge of the party defendant; or it must be the special course or habit of dealing with one of the parties, recognized and assented to by the other (Story on Contr., sec. 14; *Wood v. Hickock & Harris*, 2 Wend. 501; *Child v. Sun Mutual Insurance Co.*)

IV. The testimony of A. L. Stimson and W. McGill in relation to the usual rate of charge for valuable articles, was irrelevant, and ought to have been excluded.

V. The judge erred in his charge to the jury, because: 1. If there was a customary charge of one per cent. on valuable articles by the Express office, the plaintiff had no knowledge or notice of it, implied or direct, and is not bound by it. 2. If such a charge were proper for valuable articles, it could not be applied to the transportation of Arkansas bonds, these having no intrinsic value, and being evidences of value merely. The plaintiff's right to recover the amount specified in the bonds would still remain, although the bonds were lost or destroyed. The plaintiff could not have recovered the stated or nominal value of such bonds of the defendants, under any circumstances. Such bonds, there-



fore, are not valuable articles upon which the defendants can charge a per centage. 3. The plaintiff was not excluded from proving the actual value of said bonds by the amount stated in the receipt; there being no evidence of the manner, or by whom such statement was made, or that the plaintiff or his agent ever assented to it. 4. There was no evidence that any declaration whatever was made in New Orleans by the plaintiff's agent.

G. F. Betts, for the defendants, *contra*.

I. The charge of the judge was correct, in leaving it to the jury to determine what was the proper compensation (*Chitty on Contracts*, p. 547; *Chapman v. De Tastel*, 2 Stark. 295; *Bryan v. Flight*, 5 Mees. & W. 114.)

II. It was correctly submitted to the jury, that if, from the evidence, they believed that the customary charge by Express offices was one per cent. on valuable articles from New Orleans to New York, they should find for the defendants to that amount (*Hinton v. Locke*, 5 Hill, 437; *Vail v. Rice*, 1 Seld. 155, 158.)

III. The evidence as to the customary charge of Adams & Co. was competent: 1. To show what was a reasonable or proper compensation; that they only asked from the defendants what they asked from all their other customers. 2. It was not offered to prove a local usage of that house, nor was it so submitted to the jury by the court. 3. A general usage having been proved, this evidence could do no harm, being included in the other.

IV. The sum of \$40,000, declared to the agent of Adams & Co., at New Orleans, by Robb & Co., marked on the packages, and inserted in the receipt,

was to be taken as the value. 1. Robb & Co. were plaintiff's agents. (Letter from Tucker & Crapo.) And their declaration and contract are binding on the plaintiff (Story, Agency, § 135.) 2. This was the contract between consignor and carrier (Endorsement on envelope; *Smith v. James*, 7 Cowen, 328; *Wolfe v. Myers*, 3 Sand. 7-13.)

V. If the bonds had been actually purchased by plaintiff for \$26,000, that was not evidence against the defendants. 1. It was *res inter alios acta*. 2. The plaintiffs were estopped, by their admissions and contract, from showing the value to have been other than \$40,000 (*Truscott v. Denis*, 4 Barb. 498; *Welland Canal Co. v. Hathaway*, 8 Wend. 483.)

BY THE COURT. OAKLEY, CH. J.—As no proof was given on the part of the defendants of the Express agreement set up in their answer, they were entitled to demand no more than a reasonable compensation for the service which they performed. By the receipt which they gave for the package, they were exempt from the usual liability of common carriers as insurers. They were not responsible for any loss or damage, arising from any other cause than the fraud or gross negligence of themselves, their agents or servants; and their witnesses proved that the same care and diligence were bestowed in the transportation of all articles and packages intrusted to their charge, without reference to their value. It is not perceived, therefore, that there was any reason for enhancing the charge for transportation in proportion to the value of the articles transported, and, consequently, the charge which the defendants made, which even exceeds the usual rate of insurance from New Orleans to



The first thing I noticed when I stepped out of the car was the cold. It was a sharp contrast to the warm blanket I had been sitting under. I looked up at the sky, which was a pale, hazy blue. The air was still, and the silence was broken only by the distant hum of traffic. I took a deep breath, feeling the cool air fill my lungs. The world around me seemed so quiet, yet so full of life. I walked towards the building, my steps echoing on the pavement. The architecture was modern, with clean lines and large windows. I entered the building, and the warmth of the interior greeted me. The receptionist smiled at me, and I felt a sense of relief. I was home.

I had been away for so long, and it felt like I had been in a different world. The people I met here were friendly, and they made me feel like I belonged. I had found a new home, and I was grateful for it. The days went by in a blur, and I found myself looking forward to each day. I had found a new purpose, and I was happy to be here. The world was so big, and I was so small, but I was exactly where I needed to be.

I had been searching for so long, and now I had found it. I had found a place where I could be myself, where I could be happy. I had found a new home, and I was grateful for it. The world was so big, and I was so small, but I was exactly where I needed to be.

New York, was apparently unreasonable and extravagant.

We are not, however, to be understood as saying, that the charge made, unreasonable as it seems, may not be sanctioned by usage; but it is certain no usage could justify the charge, unless its character were proved to be such as to warrant the presumption that it was known to both parties, and that their contract was made in reference to its existence; in other words, that it was known to Robb & Co., the agents of the plaintiff, when they delivered the package to the defendants, and that, by their silence at that time, they consented to be bound by it.

Had it been proved that there was a general, uniform, and notorious usage, justifying the charge made by the defendants, the law would have imputed to the plaintiff and his agents a knowledge of its existence; but there was no pretence for saying that any such evidence was given. If any usage was proved, it was of the defendants alone. It was special and particular, not general; and such being its character, we deem it needless to cite authorities to show that, to render it binding on the plaintiff, his or his agent's actual knowledge of its existence and terms was necessary to be proved. The evidence, even, of the existence of this limited usage was slight and unsatisfactory; and there was none whatever from which a jury could be warranted to infer, that its existence was known to the plaintiff or to Robb & Co.

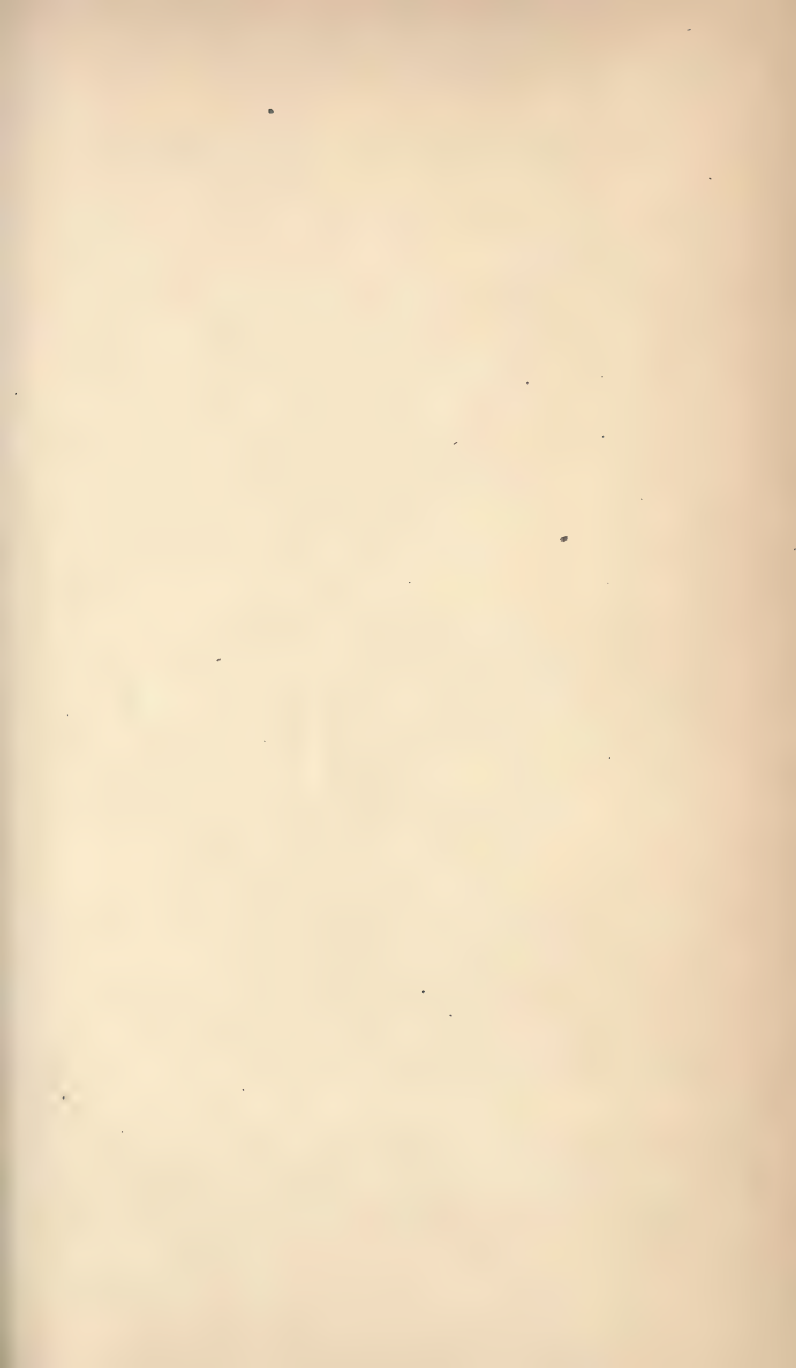
The judge, however, upon the trial, charged the jury, that if they believed, from the evidence, that the customary charge by Express offices was one per cent. on valuable articles from New Orleans to

New York, they should find for the defendants to that amount, on the value of the package. We think that this charge was erroneous, and that, upon the evidence before the court, the question of usage ought not to have been submitted to the jury at all. We have, however, no right to say that it was not upon this evidence that their verdict was founded, and it must therefore be set aside.

The judgment set aside, and a new trial ordered; costs to abide the event.

NOTE.—We cannot but regard the judicial decision in the above case as wrong. The inference of the honorable court, that the Express charge of one per cent. was exorbitant, was based entirely upon Judge Oakley's idea that "*the bonds were not valuable articles, but mere evidences of debt.*" We must respectfully beg leave to say, that were his Honor's premise right, his deduction would be a fair one; but his basis was utterly unsound. Had that package of Arkansas bonds been lost by Adams & Co., it would have been optional perhaps with the State of Arkansas to substitute others for them; and at the best, weeks and months must have elapsed before it would have been done. In the meantime, Arkansas bonds, which had already fallen much below par, might have gone down to a much lower figure; in which case Holford would have undoubtedly held Adams & Co. liable for the whole amount of the decline on his "\$40,000" parcel of bonds from the time when in due course they should have been delivered to him by the Express. In New Orleans, his agent, or himself, stated their value to be \$40,000, and had it so written down in the Express receipt then given him; but in New York, in the trial of the case, it is stated by his counsel that they were worth only \$26,000—a fluctuation in their value, indicating a capacity to fall much lower yet. In the jury trial, (in which the verdict was in favor of the Express Company,) the jury was composed mostly of experienced mercantile men, and their foreman was a gentleman who has been a commercial lawyer, in high standing, for many years.—ED. EXPRESS HISTORY.





LOUIS NEWSTADT *v.* ALVIN ADAMS and others.

In an action against the carriers of goods by express, to recover the value of a diamond pin, received at New York, to be delivered at Philadelphia, the fact that the complaint states a delivery to the carriers at 59 Broadway, while the proof is of a delivery at an office in Canal Street, is no obstacle to a recovery. The variance is immaterial. So is the omission to state, as a part of the carrier's contract, that he was not to be liable for any loss or damage, unless proved to have occurred from his fraud or gross negligence. In such a case, proof of the delivery and acceptance of the goods to be carried, of a demand of them at a proper time and place, and of a refusal to deliver them, without explanation, is sufficient, in the first instance, to entitle the plaintiff to recover.

It is only when an actual loss is shown, that a plaintiff, under such a contract, is bound to prove that the fraud or gross negligence of the carrier caused the loss. When the contract limits the liability to \$150, unless the nature and value of the property are disclosed when delivered, to the carrier, the plaintiff, *prima facie*, cannot recover beyond that sum, though the property is clearly proved to be worth more.

(Before DUER, BOSWORTH and SLOSSON, J.J.)

October 1, 1855.

This action was tried before Ch. J. Oakley, and a jury, on the 19th of March, 1856. A verdict was taken for the plaintiff by direction of the judge, for the sum of \$175, subject to the opinion of the court, at general term, upon a case, with power to the court to reduce the verdict to \$150, should it think proper.

The defendants were partners, carrying on the Express and Forwarding business between New York and Philadelphia. The complaint alleges that on the 10th of December, 1854, a box was deliver-

ed to the agent of the defendants, at their office, No. 59 Broadway, in New York, to be delivered to the plaintiff, in Philadelphia, to whom it was directed. A receipt was given, signed by one Griffin, the agent. The box contained a diamond ring of the value of \$175. The box was a small flat one, about two and a half inches long, made of paper, and had paper around it. It was delivered at what was alleged to be an office of the defendants, in Canal Street. A receipt was given at the time, which is in the following form:

ADAMS & CO.'S

GREAT EASTERN, WESTERN AND SOUTHERN PACKAGE EXPRESS.

NEW YORK, *October 16th, 1854.*

Adams & Co., No. 59 Broadway.

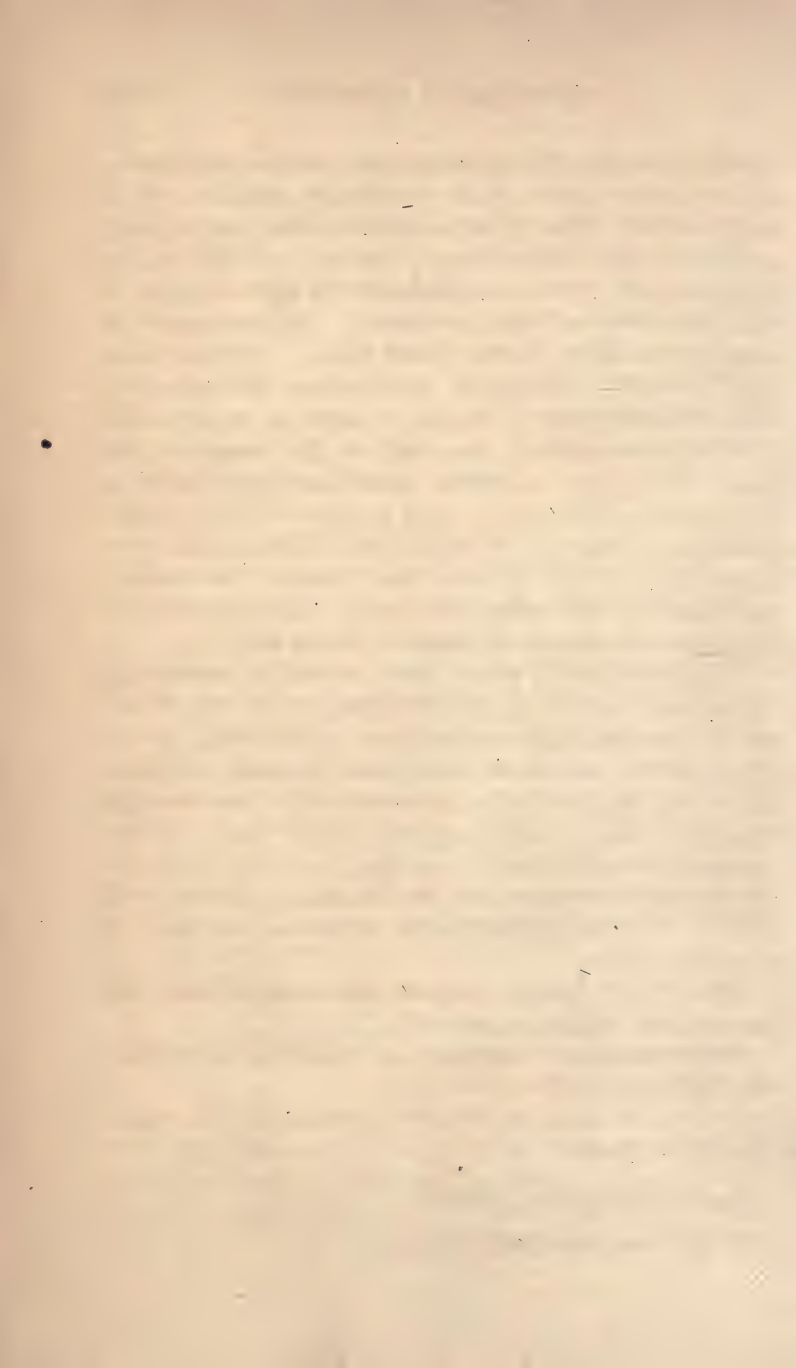
Received of EMILIA NEWSTADT, in apparent good order, to be transported by our Express Lines, the undersigned articles, marked as per margin, which we promise to deliver in like order, subject to the agreement now made, and hereafter expressed, to *Louis Newstadt*, at Philadelphia, Pa. It is agreed, and is part of the consideration of this contract, that we are not to be responsible for any *loss* or *damage* arising from the dangers of railroad, steam, or river navigation, leakage, fire, or from any cause whatever, unless the same be proved to have occurred from the fraud or gross negligence of ourselves, our agents or servants, and we are in no event to be liable beyond our route, as herein receipted. Valued under \$150, unless herein otherwise stated.

Freight to

MARKS.	PACKAGES.
Louis Newstadt, Philadelphia, Pa. To be called for.	Little box, to be left at Adams' Express: for the proprietor. GRIFFIN.

Griffin, who signed the receipt, was an agent of the defendants. They had an office in Canal Street, where articles were received, and from which they were taken to the office, 59 Broadway. This was





for the accommodation of up-town people, and packages were received there when the goods were of small value. The agent's orders were, not to take articles at that office of over the value of \$150, nor any money. He was authorized to sign receipts of the character of that produced, for packages of small value to go to the lower office. Nothing was paid to Griffin, the agent, at the time, for carrying and delivering the package, or agreed to be paid. Nothing was said at the time of the value of the box. The agent states he would not have taken it if apprised of its value. He supposed from its appearance it was not valuable, and did not make any inquiry as to it. It was the custom to receive packages at the office in Canal Street, and send them by the drivers to that in Broadway.

The defendants, when the plaintiff's testimony was closed, moved for the dismissal of the complaint, on the ground that no delivery of the box, as alleged in the complaint, had been proved; and that there was no proof of compensation or hire for carrying the box, paid or agreed to be paid by the plaintiff to defendants; that the complaint did not allege the defendants to be common carriers, and that no negligence had been shown on the part of the defendants.

The Chief Justice refused the motion, and the defendants' counsel excepted.

The defendants offering no evidence, a verdict was directed, as before stated.

The other facts sufficiently appear in the opinion of the court.

L. S. Ashley, for plaintiff.

J. G. Vose, for defendants.

BY THE COURT. BOSWORTH, J.—The complaint states, and the answer does not deny, and therefore admits, that the defendants were partners, and as such were “carrying on the express and forwarding business between the cities of New York and Philadelphia.” They were common carriers.

When they took goods in the ordinary course of their business, to be carried from one of those cities to the other, in the absence of any special contract, the implication of law would be, that the defendants were to be paid the usual and customary compensation.

If the defendants received the goods and undertook to carry them, although they were paid nothing, nor promised anything for doing it, they would be bound to use, at the least, as much care and skill as they stipulated for in the written contract.

The fact that they were delivered to the defendants at Canal Street, instead of Broadway, is a variance which the court is required by section 169 of the Code to disregard.

The objection that the legal effect of the contract proved, varied from that described in the complaint, does not appear to have been taken at the trial. Neither was the objection taken that the complaint did not allege any fraud or gross negligence of the defendants. It is too late to take such objections now. (*Barnes v. Perine*, 2 Kernan, 24, 25.)

The objection taken was, that no negligence had been proved. Proof of a delivery and acceptance of the goods to be carried, and of a demand of the goods and non-compliance with it, without any explanation or apology, was sufficient proof of fraud or gross negligence, until some evidence of care or fidelity had been given by the defendants.

As the case presents the facts, the defendants received the goods and undertook to carry them. They stipulated that they should not be charged for any loss or damage unless caused by fraud or gross negligence, and that the plaintiff should be required to prove fraud or such negligence in order to be entitled to recover. The defendants, if made liable, agreed to pay whatever might be shown to be the value of the property; such value, at all events, to be deemed less than \$150. The plaintiff has demanded the goods at the place at which the defendants have agreed to deliver them; and they have not complied with the demand, nor assigned any reason or excuse for their failure to do so.

If the contract had been set out according to its legal effect, as evidenced by the paper signed by Griffin, no other proof of fraud or gross negligence could well have been given, than such as was furnished in this case.

When the defendants admit, or it is proved, that they took the goods, and agreed to carry and deliver them at a place named, and they admit that they did not carry and deliver them there—and the only question is, whether their default results from fraud or misconduct; if it appears that the plaintiff called at the proper place and demanded his goods, and the defendants refused to deliver them, without explaining or apologising for their conduct, the plaintiff would seem to have given all the evidence of fraud or negligence that should be required in the first instance.

Frankness and good faith require that carriers, under such circumstances, should give some explanation of their conduct. It is known to themselves, and cannot be presumed to be known to the plaintiff.

iff. It is easy for them to state the cause of the loss or injury, and thus enable a plaintiff to examine into the truth of their statements.

But when they refuse to deliver the goods, and fail to suggest any ground for such refusal, or to give any explanation of their conduct, I think a plaintiff has proved enough, unexplained, to make a *prima facie* case of fraud or gross negligence. (*Beardslee v. Richardson*, 11 Wendell, 25; *Angel & Ames on Carriers*, § 38, n. 4, ed. of 1851.)

The defendants did not object that they were not required by the pleadings to come prepared to try the question whether their conduct had been fraudulent or grossly negligent; but the objection was, that no evidence of such conduct had been given.

The main question was, whether the defendants had undertaken to carry and deliver the goods, and had broken their contract.

They did agree to carry and deliver; but the evidence disclosed that this agreement was subject to the further agreement, that the plaintiff should have no claim on them for loss or damage, unless he proved that such loss or damage was caused by their fraud or gross negligence.

The plaintiff gave all the proof that this condition required. If the defendants had objected that the complaint contained no averment of fraud or gross negligence, the court might have ordered an amendment at the trial.

All that the complaint alleged was proved. The most that can be said is, that the agreement produced required the plaintiff to prove more, in order to recover, than he had averred. To this it may be answered, that such proof was given. The defendant did not object that the plaintiff could not

give the proof because he had not alleged the fact, but that he had failed to give the necessary proof. If he was mistaken as to the effect of the evidence, as we think he was, the objection made is untenable. There are no variances between the pleadings and proofs, which should not, under the circumstances, be disregarded. (Code, §§ 169 and 170. 2 Kernan, 24-25.)

There is another consideration which is fatal to the defence. The complaint does not allege, nor was there any evidence tending to show, that the package was actually lost. The complaint states that the defendants received the package, and undertook to carry it and to deliver it at Philadelphia. That a delivery has been demanded there, and at the office of the defendants in New York, and that they have wholly neglected and refused, and still refuse to deliver it.

To make the qualifying clause of the contract available to the defendants, after the plaintiff had proved the case stated in the complaint, it was incumbent on the defendants to give evidence tending to show that it was lost, or that they were not able to deliver it, in consequence of its destruction, or of its being placed beyond their control by some casualty arising "from the dangers of railroad, steam, or river navigation, leakage, fire, or some other cause."

Then it would be the duty of the plaintiff to show that the cause of the loss, destruction, or other disability of the defendants to deliver, occurred from the "fraud or gross negligence of the defendants, their agents or servants."

But it cannot be pretended that the plaintiff cannot recover, for a refusal to deliver the article, if

the defendants have the power to deliver it. Neither the complaint nor the answer alleges a loss of the package, nor any inability of the defendants to deliver it.

It was not suggested on the trial that it had been actually lost.

The concluding part of the contract is inoperative, except in case of an actual loss of the package. When the proof shows a loss of it, that answers the plaintiff's claim, until he gives proof that the loss resulted from fraud or gross negligence.

As the case is presented to us, it is simply a case of a refusal to comply with a demand, made in due form, at the proper place, to deliver the package. The refusal is not accompanied by any explanation. No suggestion was made that it was lost. The case, therefore, as far as the rights and liabilities of the parties to this action are concerned, is the same as if this qualifying clause was out of the contract. There is nothing in the facts of the case on which it can operate. (*Hearn v. The London and South-Western Railway Co.*, 29 Eng. L. and Eq. R., 494.)

There must be a judgment for the plaintiff; but, as the value of the property was not disclosed, the verdict must be reduced to \$149.99.

Judgment accordingly for plaintiff, with costs.

SWEET & FAULKNER *v.* BARNEY, President of the
United States Express Company.

Prima facie, a person receiving money is entitled to it, and does not become a debtor to the person delivering it. Some evidence in explanation of the transaction is necessary, to establish a liability by the receipt of the money.



Hence, a bank in the city to which a package of money is sent by bankers in the country, by Express, being considered the owner of the money, may authorize the same to be delivered at the office of the Express Company, or at any other place in the city, to any person it may select; and the Express Company, on making such a delivery, will be discharged of their obligation in respect to the delivery, whether their obligation be that of common carriers or of forwarders only.

The substance and spirit of what the persons sending the money, under such circumstances, exact, and the Express Company undertake, in regard to a delivery, is, that there shall be such a delivery in the city as will charge the bank there with the receipt of the money, as between it and the persons sending it.

Where a package of money thus sent is directed to a bank in the City of New York, at its usual place of business, it is the duty of the Express Company—in the absence of any authority from the bank for a different mode of delivery—to deliver the package at the banking office, to the officer or clerk whose business it is to receive money for the bank.

And if it appears that it is the usual course of business of the Express Company to deliver money packages according to their address, it will be assumed that any particular package was delivered to and received by the Company in any reference to that practice, where there is no express contract in regard to the place of delivery, or the officer or person to whom the delivery shall be made.

In case of a package of money sent by country bankers to a bank in the City of New York, directed to it at its place of business, only a delivery at the office, to the proper officer of the bank, will be a delivery according to the address on the package, or which will charge the bank with the money.

But a delivery at the banking office to the general receiving agent, being for the benefit of the bank alone, the bank may waive the same, and receive the money at a different place in the city, and by a different agent, and the Express Company be thereby discharged from liability.

The delivery of the money by the Express Company, at their office, to a person usually employed as a porter at the bank, being insufficient, unless it was authorized by the bank, it is incumbent on the Company, for their defense, to prove such authority. This may be direct and express, or implied from the acts of the porter, such as receiving money for the bank, on other occasions, at the Express office, sent to it in a similar way and with a similar address as that in question, with the knowledge and assent of the bank.

APPEAL from a judgment entered at a special term, after a trial at the circuit. In November, 1854, the plaintiffs, being bankers in Livingston County, sent by the United States Express Company, of which the defendant was president, a sealed package of bank bills, directed on the cover to "People's Bank, 173 Canal Street, New York." The agent of the Express Company, on receiving the package in Livingston County, gave the following receipt:

"United States Express Company,

"Office, No. 82 Broadway, New York,

"Nov. 18, 1854.

"S. Sweet & Co. have delivered to us one package money, marked as follows: 'People's Bank, 173 Canal Street, N. Y.,' and said to contain twenty-eight hundred and ninety-two dollars, which we undertake to forward to New York, or to the nearest agency of this Company only, perils of navigation excepted. And it is hereby expressly agreed that said United States Express Company are not to be held liable for any loss or damage, except as forwarders only; nor for any loss or damage of any box, package or thing, for over \$150, unless the just and true value thereof is herein stated; nor for

any loss or damage by fire; nor upon any property or thing unless properly packed and secured for transportation; nor upon frail fabrics, unless so marked upon the package containing the same; nor upon any fabrics consisting of or contained in glass.

“For the proprietors, W. W. FINCH, Agt.

“Contents unknown.”

This action was brought to recover damages for the non-delivery of the package. The answer admitted the receipt of a package from S. Sweet & Co., directed to the “People’s Bank, 173 Canal Street, New York,” on the day aforesaid, but denied any knowledge or information of its contents, and put in issue the residue of the complaint. The defense set up in the answer was, in substance, 1. That the defendants were not common carriers, but Express forwarders; that their undertaking was evidenced by the receipt delivered by them at the time of receiving the package; that such paper created an obligation only to transport to New York, which was done, but not to deliver the same at the bank, or to the officers thereof, and averred a delivery. The cause came on for trial at the Livingston circuit, before Mr. Justice JOHNSON, and a jury, on the 9th of October, 1855. The plaintiff proved the receipt of the package by the defendants; that it contained bank notes; that the plaintiffs had not received the package or the proceeds thereof. It was also proved that the Express Company forwarded the package to their office in New York. On its arrival, (on 20th November,) a person named Messenger, in the employ of the People’s Bank, called for it, received it there, and gave a receipt for it in the book of the Company. The

book showed that he had thus received and receipted for the bank *every* package directed to it, and carried by the Company during that month; this being the tenth in number. It was further shown that this Messenger had received for the six previous months more than half of the packages intended for the bank; that this mode of delivery to him was adopted at the request of the officers of the bank; that it was for their accommodation, and not for that of the Express Company; that packages so delivered had been regularly credited by the bank, and no exception taken. This package thus delivered to Messenger was stolen from him before he got to the banking house. The bank then, *for the first time*, disowned the agency of Messenger, and indemnified the plaintiffs.

The counsel for the defendants offered to show that John J. Messenger was in the habit of receiving from the defendants packages of money addressed to the bank, and did such other acts out of the bank; that a delivery to him at places other than at the bank was a good delivery to the bank. The counsel for the plaintiffs objected to any evidence of the acts of Messenger at places other than at the bank, or of a delivery to him at such places, by the defendants, of packages of money addressed to the bank as a delivery to the bank, unless they showed it was with the knowledge and authority of the bank. The court overruled the objection, and held that the defendants could show the nature and character of Messenger's employment and acts for the bank outside the banking house; and could in this connection show the delivery by the defendants to Messenger at places other than at the banking house at No. 173 Canal Street, at different

times, of packages of money addressed to the People's Bank, 173 Canal Street, and which afterwards came into the possession of the bank, and were treated by it as regularly received and delivered; and it would be a question of fact for the jury to determine on such evidence whether the same was with the knowledge and authority of the bank, and if so, it was a good delivery to the bank; to which rulings of his honor the judge, the counsel for the plaintiffs excepted.

At the close of the testimony, the jury brought in a verdict for the defendants.

J. W. Gilbert, for the appellants.

O. Hastings, for the respondents.

By the Court, T. R. STRONG, J. The plaintiffs were bankers at Dansville; and the People's Bank, to which the package of money was addressed, was the corresponding bank of the plaintiffs in the City of New York. The package was delivered to the defendants, as expressed in the receipt, "to forward to New York;" and the legal inference from this relation between the plaintiffs and the People's Bank, and the sending of the money, in the absence of other evidence on the subject, is that the money was sent as a payment, either upon a pre-existing debt to, or to purchase a credit at that bank, as a provision for drafts. *Prima facie*, a person receiving money is entitled to it, and does not become a debtor to the person delivering it; some evidence in explanation of the transaction is necessary, to establish a liability by the receipt of the money. (*Welch v. Seaborn*, 1 Stark. R. 474. *Bogert v. Morse*, 1 Comst. 377.) In that view the People's Bank, on the receipt of the money, would be the owners

of it; and no good reason is perceived why the bank might not authorize a delivery of the money at the office of the defendants in New York to any person it might select; and the defendants, on making such a delivery, be discharged of their obligation in respect to the delivery, whether their obligation was that of common carriers, or, as stipulated in the receipt, "forwarders only." The substance and spirit of what the plaintiffs exacted, and the defendants undertook, in regard to a delivery, was that there should be such a delivery in New York as would charge the bank there with the receipt of the money as between it and the plaintiffs. The plaintiffs were only interested that there should be such a delivery; that the purpose of a payment or purchase of credit should be effected; beyond that the bank was solely interested, and might, with the defendants' consent, direct on the subject as it should think proper. It might with such consent direct the defendants to deliver to any person, at any store or place in the city other than its principal office or place of business, having regard to its own interests or convenience, or even the convenience of the defendants.

Independent of authority from the People's Bank for a different mode of delivery, it was doubtless necessary in this case to deliver the money at the banking office, to the officer or clerk whose business it was to receive money for the bank. The course of business of the defendants was to deliver money packages for that city according to their address, and it must be assumed that the one in question was delivered to and received by the defendants in reference to that practice, there being no express contract in regard to the place of delivery, or the

officer or person to whom the delivery should be made. The legal duty of the defendants was therefore to deliver according to their usual course of business; and so far as there was any implied contract, it arose out of and corresponded with this legal obligation. Only a delivery at the office, to the proper officer of the bank, would be a delivery according to the address on the package, or which would charge the bank with the money. But, as already stated, I think the bank might receive the money at a different place in the city, and by a different agent, and the defendants be thereby discharged from liability. A delivery at the banking office, to the general receiving agent, was for the benefit of the bank alone, which the bank might waive, and substitute another place and agent. Any mode of delivery in New York, consistent with the object and intent of the plaintiffs in sending the money, assented to by the bank, would discharge the duty of the defendants as to a delivery of the money.

The delivery of the money by the defendants at their office in New York, to a person usually employed as a porter of the People's Bank, being insufficient unless it was authorized by the bank, it was incumbent on the defendants for their defense to prove such authority. The authority might be direct and express, or implied from the acts of the person who received the money, such as receiving money for the bank on other occasions, at the defendants' office, sent to it in a similar way and with a similar address as that in question, acquiesced in by the bank. (*Conover v. Mut. Ins. Co.*, 1 Comst. 290. *Story on Ag.* §§ 54 to 56, 84 to 123.) In the present case the defendants relied, in support of

such authority, upon presumptive evidence, consisting of a series of similar acts by the alleged agent, without, so far as appears, any objection, or even inquiries by the bank at any time, where the money was received. Looking at the charge to the jury in connection with the questions of evidence raised, I think the plaintiffs have no substantial ground for complaint as to the reception of evidence on that subject; and I am satisfied there was sufficient evidence of such acts as above referred to, and the knowledge of and acquiescence therein by the bank, to call for the submission of the question of agency to the jury. As to such knowledge by the bank, it must have been possessed by it, unless its officers were guilty of the grossest negligence in omitting to inquire how the money was received; and if they knew it was delivered at the defendants' office for them, they must, in the absence of evidence that they objected, be deemed to have assented to the practice of the defendants to make such a delivery.

I see no error in the charge or refusals to charge, and am of opinion the judgment should be affirmed.

NOTE.—The foregoing reports of Judicial Decisions are extracted from the following named law books, for sale by Halsted & Co., Law Booksellers, No. 1 Nassau Street, New York. *Russell & Annis v. Livingston & Wells*, *vide* Smith's New York Reports, Court of Appeals, vol. 2, p. 515. *Holford v. Adams & Co.*, *vide* Duer's Reports, New York Superior Court, vol. 2, p. 471. *Louis Newstadt v. Alvin Adams and others*, *vide* Duer's Reports, New York Superior Court, vol. 5, p. 13. *Sweet & Faulkner v. Barney*, *vide* Barbour's Reports, New York Supreme Court, vol. 24, p. 533.

SYMBOLS.

The symbol long adopted by the American Express Company was the picture of a dog guarding a safe. Their new building upon Hudson Street is adorned with a fine bas-relief of that appropriate emblem of care and fidelity, sculptured in marble. It conveys a good lesson to Express agents and messengers, though intended mainly, I presume, as a figurative assurance to the public. A symbol less felicitous, used by an Express manager for a year or two, to our own knowledge, was a greyhound running at full speed—intended probably to indicate dispatch. Unfortunately for his customers it obtained at length a more pregnant significance, for *the manager himself ran away*. It only wanted a sack of gold on the back of the “hound,” to render the picture perfect.

“Speaking of guns,” another Express emblem, which we have seen somewhere, is a *deer*, going at the rate of 1.20, to signify speed. It had too much the look of a fugitive. The ancient mythological figure of Mercury, with wings to his heels and head, has been used, time out of mind, as a symbol of swift messengers; but as Mercury was the god of thieves, it applies more appropriately to carriers who *live* fast; for how can they, with their limited salaries, indulge in any superfluities without stealing?

The carrier-dove is not much better, for it is a

very uncertain and insecure messenger. Harnden's emblem upon a circular advertising the first Express between the New World and the Old, was a vignette representing the two hemispheres, with himself striding from one to the other—one foot being on the American shore, and the other on "the chalky cliffs of Albion;" while upon his back he carried a bag of newspapers, letters, &c. If in spanning the ocean, in that figurative way, it ever occurred to the fruitful brain of Harnden that a suspension bridge might at some future day serve the same purpose, he wisely kept the crotchet to himself. Still, so "wild" a notion would not have been stigmatized as any more insane, in the days of the original Expressman, than a project to send telegraphic messages under the Atlantic Ocean, as is now done "under Providence," from Trinity Bay, N. F., to Valentia Bay, Ireland. Since the laying of the Atlantic Cable by Field, Hudson, Cooper, and their enterprising associates in England and America, (whom the world now delights to honor,) I confess to have so lost the faculty of wonder, that if the builder of the Suspension Bridge at Niagara should seriously propose to bridge the Atlantic Ocean, I might suggest to those who should travel over it when finished, the precaution to carry water-proof clothing for use when "the seas run mountains high," but I should neither laugh nor scout at the "fine audacity" of the projector. The Atlantic Telegraph marvel—celebrated by

600,000 people in the streets of this city, September 1, 1858, with every imaginable display to its honor—has taught many a skeptic a wholesome lesson. Seeing mere human creatures accomplish such mighty results, they are willing to believe that the miracles performed by God, through the medium of the Savior of men, were something more than—as a popular infidel preacher and writer has asserted—mere allegories and parables.

The construction of railways, the origin and extension of Express routes, the creation of Ocean Steamship lines, the discovery and operation of Morse's Magnetic Telegraph, the construction by Butterfield, Dinsmore, Fargo, Spencer, and other Expressmen, of an Overland Mail Stage Road, through vast mountain ranges and desert plains to California, now succeeded by this grandest of all human works, the union of America and Europe by Telegraph, put all emblems at defiance. Formerly symbols were made use of to convey a more exalted idea of the thing referred to, but they have no power to enhance the glory of, or even to do simple justice to, the grand achievements of the present age. Nor do the Express Companies need them. Of course there is no objection to their use, but the phrases, "*With the speed and safety of the Express,*" and "*With the promptness and fidelity of an Expressman,*" ought to become so proverbial, that no comparison or poetic image shall be able to make their impression stronger.

There could be no better symbol of "safety" in the transmission of money, than a picture of an Express messenger, sitting upon his iron box, in the Express car of a fast train, rushing along a down-grade. If by any means we could make the picture convey the idea that the faithful man was well paid for all the risks he runs, the idea would be doubtless still more satisfactory.

IRRESPONSIBLE EXPRESS ENTERPRISES.

Every now and then a new Express starts into an ephemeral existence, without either capital or facilities. The Express business cannot be learnt in a day, nor can it be conducted without a reserve fund, to pay the losses which are liable to occur, even in the best managed companies. Two or three very clever fellows—A., B., and C., for instance—may *advertise* to run an Express. That is easily done; and if they have either money or credit enough to obtain an office and a team, possibly they may secure, also, a contract for room for their freight upon an express train. But supposing that they should lose, or have stolen from them, a valuable package intrusted to their care? The American Express had two boxes, of \$25,000 each, stolen from them, and paid for them in full. The Adams Express Co. lost \$10,000 at one lick on their Southern route, and paid for it, in hard dollars, to the last dime. The same responsibility and honor have been noticeable in the other prominent Express

Companies mentioned in this book. But what would "A., B. and C." do in such an emergency? Have they the money with which to satisfy the shipper for the loss? It may be \$500, it may be \$5,000: the loss is quite as likely to be large as small; and more so, for the greater the sum the greater the temptation to dishonest clerks or outside thieves to steal it.

BOGUS "EXPRESSES."

The public are often imposed upon, and the reputation of honest expressmen is hurt, by swindlers, pretending to do an express business on their own account, or as employees of the good and reliable companies. The least injurious of these scoundrels, perhaps, are those who, with no other facilities than are enjoyed by any common freight forwarder, advertise to put freight through with express speed.

The worst form of the bogus express, however, is that in which the swindler receives packages to forward, and audaciously appropriates them to his own use, or deposits them with a pawnbroker. This rascality succeeds best when the bogus expressman pretends to forward parcels to Europe. In that case it takes the victim several months to discover the fraud; and even then he finds it so difficult to prove it, that he suffers his injury to go unredressed. Pursuing their impositions with impunity, the swindlers go a step further, and sell

worthless bills of exchange upon the principal foreign cities.

A trick practised considerably of late years, by rogues in the name of expressmen, is to call upon people at their houses with bundles, purporting to have come by express from a distance, upon which they have the hardihood to collect charges. Their demands are usually paid, and their victims too late discover that they have got in exchange for their money only a parcel of paper rags, or other trash. In one instance, last winter, a box of "game" was left at a house up town, and "20 shillings charges" collected—the rascal remarking that he believed it was *English hares*. The lady was delighted with the idea that it was a present from a very dear friend in England, and she was dying of impatience until her servant-man had opened it, and discovered that it contained only a *dead cat*.

Another mode, of the same system, is to counterfeit the custom, practised by the legitimate expresses, of notifying, by filling up printed forms, those persons for whom there are unclaimed parcels, &c., in the office. For example:

"Mr. JOHN ———, Cayuga.

Sir: There is a box in this office to your address. You will please remit to us the charges on the same, viz., \$3.25, and remove the same; or, if you wish, it will be forwarded by express to you.

JONES & BROWN, *Express Agents*,
New York, Oct. 12, '58. 711 South St.

the first of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The second of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The third of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The fourth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The fifth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The sixth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The seventh of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The eighth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The ninth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The tenth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The eleventh of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The twelfth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The thirteenth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The fourteenth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

The fifteenth of the year, the weather was very cold, and the wind was very strong, so that the people were very much distressed.

This ruse, practised extensively by a brace of rascals here a year or two ago, was very successful. Money was remitted to them from all quarters, and it was two or three months before the game was blocked.

Beyond question, these frauds were either executed or *suggested* by persons formerly employed by the regular Express Companies, but discharged for misconduct. And this leads us again to the reflection, that it is of very material if not vital importance to the Express proprietors, that they should employ the most reliable men that they can find adapted to their business; and when they have them they ought to pay them well enough to secure a continuance of their service.

RAILROAD COMPANIES AND BAGGAGE.

In the Liverpool (England) County Court judgment was given in the case of "*Wignall vs. the London and Northwestern Railway Company*," in which the plaintiff, a commercial traveller, claimed £25 as compensation for the loss of a desk, stolen from a carriage in the Lime Street station, (where it had been placed by one of the company's porters,) while the plaintiff was in the refreshment room. Three grounds of defence were taken: that the plaintiff, not having booked when the desk was taken, no contract had been entered into, and therefore the company were not responsible for the loss; that the desk was not "luggage," within the

ordinary meaning of the Act of Parliament; and that the order books and private papers in the desk were "writings," within the meaning of the Carriers' Act. His Honor decided that the first objection could not be sustained, as the company's servant had taken charge of the plaintiff's luggage and placed it in the carriage; and as to the second and third objections, that nothing could be more essentially luggage than a travelling desk, except, perhaps, articles of apparel required for the journey; and order books were absolutely necessary to commercial travellers, in order to carry on their business. He then gave the plaintiff a verdict for £3 10s., the declared value of the desk; £2 10s. for the inconvenience arising from the loss of the order books; and 1*d.* as the nominal value of the private papers. He also allowed the plaintiff his costs.

LIGHTS AND SHADOWS
OF
EXPRESS AND RAILROAD LIFE.

THE BOY IN THE BOX.

In an Express office not *more* than three hundred miles from Boston, the watchman, who slept in the building, was advised that sundry articles of an eatable nature had been abstracted from the cellar. It was supposed that some juvenile thief was in the custom of crawling through the bars on one of the cellar windows, though the space was so narrow that it seemed incredible that any but a very small child could get through it. Still, with all his vigilance, the watchman found that the depredations were continued. To add to his aggravation, the Express clerks and drivers insisted that he must be in the habit of sleeping with "a brick in his hat;" and others insinuated that he never went to sleep *hungry*. One night, as he sat alone in the office, meditating somewhat impatiently upon these unjust suspicions, he thought he heard a foot-fall on

the cellar stairs! Quicker than you can say "*Jack Robinson*," he reached the stairway! He had forgotten to take a light, and could see nothing, but heard footsteps retreat precipitately. It was not a heavy sound, and it must be, he thought, the suspected boy. Obtaining his lantern quickly, he descended the stairs, *lickerty-split*, and rushed to the window to prevent the young rascal's exit in that direction. There was a sound at the other end of the cellar, as if the rogue was seeking to screen himself behind some of the casks, barrels, boxes, and other freight *in transitu*. In a high state of virtuous indignation and nervous excitement, the watchman proceeded to get at him. In a few moments he discovered a corner of a garment sticking out of a long narrow box, a rod or two distant, just beyond a dozen or more of large bundles which blocked his way. Putting down his lantern, he clambered over these articles, (nearly breaking his neck in his hurry,) and jerking away the loose cover, discovered what he supposed, by the dim light, to be *the boy in the box*. Maddier than sixty, he denounced a curse upon his eyes, and "pitched into him." *Whack! whack! whack!* one blow followed another; the exasperated watchman meanwhile doing up some of the tallest kind of profanity, mingled with such remarks as the following:

"You —— thief, you! I'll learn yer to slip in and steal our crackers! This aint the first time; no, nor the second nuther! I know yer, you little

whelp of Satan ! I recognize yer features ! I know yer mother, you little Irish son of a slut ! Bring an honest fellow into disgrace, will yer ?”

The last reflection, stinging him with the remembrance of the slurs which had been cast upon his fidelity, even by the greenest hand in the office, on the score of the abstracted crackers, the enraged watchman quit thumping the “thief” in the stomach, and struck him on the head. His fist sunk into the skull under the force of the blow, and there was a crackling sound, like the breaking of a bone. At this the watchman’s fury evaporated instantaneously, and his heart sank within him !

“*Little boy!*” said he, in a tremulous, anxious voice, “*little boy!*”

There was no reply, and he turned as pale as death as the truth flashed upon him that life was extinct. Almost ready to expire, himself, with the unpleasant reflection that he was a murderer, he staggered (very weak at the knees) over the bundles, and obtaining his lantern, went back, sick at heart, to take a better view of his victim. Unfortunately, in his trepidation, he tripped up, over a bundle of Gleason’s new weekly, or Harpers’, and in his fall his light was extinguished. Horribly discomfited, and groaning in spirit as he wiped the cold sweat from his brow, the poor man picked himself up and groped his way up stairs, where the gas was burning. His first impulse was to run away, but being an honest, law-abiding citizen, he

promptly decided to face the music. After many painful reflections, (not to say conflicting emotions,) he concluded to give himself up immediately to the authorities.

Before executing this intention, he went to a desk, and taking from it a package of Schiedam Schnapps, applied it to his mouth and turned the bottom up solemnly towards the ceiling; then replaced the cork, and sighed deeply as he put the bottle into the desk again. He then proceeded to the nearest police station. It was near two in the morning, but the captain was on hand.

"What are you here for, Mr. Lodge, at this time o'night?" said he, with a yawn. "What's broke?"

"Ah, that's it!" replied our pale friend. "It *is* broke. I have fractured the skull. There's no doubt of it. Would that there was——!"

"What?" ejaculated the amazed officer. "Do you mean to say that——?"

"Yes, sir, that's it. I've gone and done a murder, and I've come to give myself up." He then related how he had unintentionally, by an unfortunate blow, deprived the robber of life. "But come with me," said he in conclusion, "and I will show you all."

The officer followed him, and entering the Express office, they descended with a brace of lanterns to witness the bloody spectacle. Imagine their surprise, and the mingled joy and shame of our friend, on discovering the boy in the box to be only the



wax figure of a Saint, intended for a church or convent in Louisiana. Being a new importation, it had been opened by Custom-House Officers, and had not been nailed up again. The "foot-fall" was probably caused by a big rat.

"Say nothing about this ridiculous affair, Captain," said the *sold*, when the other had done laughing, "and I will stand a bottle of champagne and a pair of canvass-backs with you to-morrow at Perkins's!"

"Agreed," responded the officer, and he kept the secret faithfully from all—but *his wife*.

THE INVENTOR OF THE T RAIL.

Robert L. Stevens was one of the projectors and original stockholders of the Camden and Amboy Railroad. He was sent to England as the agent of the company, to examine into the working of the system, and to contract for rails and machinery. At that time the fish-bellied rail was then in use. This form Mr. Stevens deemed in many respects objectionable; and he set about devising a form that would be better, and more easy of manufacture. He concluded that the form T would answer the purpose; and that it might be rolled for much less than the fish-bellied form then was costing.

He devised a plan for rolling it; which plan he proposed to the iron manufacturer with whom he was negotiating for the iron for his company. The manufacturer was unwilling to test the plan, alleg-

ing that it would involve considerable expense. Mr. Stevens, not inclined to give up his point, asked what would be the loss in case of failure. He was told it would be from four to five hundred pounds. In reply to this he offered to advance that amount, to be credited by the company in case of the adoption of his plan, and to be held responsible for whatever expenses might be incurred in the trial, if his plan should not succeed. His offer was accepted; and a foreman, with a sufficient number of men, were placed under his direction.

The first trial had a result that might have discouraged a less resolute inventor, and caused a less wealthy one to be denied further privileges in the mill. The rail would not come on straight, but persisted in winding around the roller. A second trial, in which the grooves were tapered so as to allow the rail to get out easily, was tolerably successful, and after a few alterations, the invention of the T rail was complete, and the order was given for rails in that form. This account was given by Mr. Stevens himself, to a friend of ours who inquired of him as to the truth of the current report that he was the inventor of this form of rail.

SELLING A RAILROAD CONDUCTOR.

The Mobile Register, a year or two ago, had the following good story:

“As the Citronelle train was on its downward trip to this city yesterday morning, an incident oc-

curred that caused no little amusement to the passengers. As the train was approaching Eight Mile station, a lady quite elegantly attired, with a lovely bouquet of wild flowers in her hand, and face concealed from view by a handsome veil, was discovered standing on the platform. The train was of course ordered to stop and take in the fair passenger—and stop it did. The gallant conductor jumped out upon the platform and cried out as usual, ‘all aboard!’ at the same time raising his hat and politely extending his hand to help the lady aboard. She, however, did not recognize his gallantry, but stood dumb and motionless as a statue. The astonished conductor advanced, involuntarily raised the veil, when lo, instead of a face of flesh and beauty, the words ‘April fool,’ inscribed on a black lightwood chunk, met his astonished vision! He started back, gave the signal to be off, with unusual violence, jumped aboard, exclaiming to the innocent engineer, ‘Who the deuce told you to stop here?’”

SELFISHNESS AND ILL-BREEDING OF PASSENGERS.

The piggish behavior of many railroad travellers is disgusting. A sensible writer says:

“Perhaps we have no right to expect that men, women, and children will be transformed in the cars to what they are not at home in breeding and character, but it sometimes appears to us that half the world reserves its cast-off habits of manners and conduct, to wear in journeying. We wonder if

it ever occurred to that well-dressed man at our right, that it is a greater insult to *squirt tobacco juice* on the floor of a room where a hundred must sit, breath, and smell a whole day, than on a drawing-room carpet, where two people are to sit an hour? That genteel lady behind us would not ask us to sit by an open window in her own house on a January morning, if we made her a fashionable call; yet she opens a car window, and gives us a draft across the neck, like a sharp sword, during a six hours' ride. Should we make a wedding call on that sentimental-looking young couple yonder, would they not be as polite in giving us the best seat as they are boorish now in driving up some good-natured farmer, to roam in vain through crowded aisles for a resting place?"

The utter selfishness or impudence, call it what you will, of some persons, (and we are sorry we cannot except the women from the number,) in monopolizing twice as much room as is their share, while others are standing, or seeking in vain for a seat, has often made us feel not a little indignant.

EXPRESS AND RAILROAD SKETCHES.

HUMOROUS AND PATHETIC.

The following sketchy articles, numbered in the order in which they were furnished to us, are from the pen of an experienced and highly valued messenger of the American Express Company.



LIBRARY
OF THE
UNIVERSITY
OF
CALIFORNIA

No. 1.

EXPRESS LIFE.

"How much will you charge to take this package to Illinois?"

"One dollar."

"Outrageous ; it is only worth fifty cents, and you have the conscience to charge twice the worth of it."

"It is not our fault that the cost was only fifty cents; you can make the package twice as large, and the cost of transportation will only be the same."

"But that I do not want to do, as it will be so much out of my pocket for nothing."

"Yet you do not think it will be *outrageous* for us to be out of pocket in carrying this to your friend."

"I cannot see that you will be at any loss by taking it for fifty cents. If you can explain it to me, I will be satisfied."

"Sensible to the last, and I am truly glad that you ask for the information. In the first place, we charge you two shillings to carry this to B. Then pay two shillings to get it to C., two shillings from C. to M., and two shillings from M. to S., where your friend resides, thus making one dollar. If we take it for fifty cents we will be obliged to carry it to B. for nothing, and *pay* from B. to C. two shillings out of our own pocket, thus losing cash two shillings, and the freight from here to B., which we

pay to the Railroad. Thus actually losing about forty cents, besides assuming the responsibility of delivering your package to your friend in Illinois."

"I was not aware that such was the case, and pardon me for speaking so abruptly when I just came in!"

"Granted, my dear sir, and it always affords us pleasure to give every information in our power in regard to business. And I assure you, that if many persons who think we are extortioners and swindlers, and call us many other hard names, would only ask for a reason, they would be as satisfied as you are. But on the contrary they ask a question, and before they hardly get an answer they fly off at a tangent, muttering about many things they do not understand, and working themselves into a passion; when, if they had waited but a few moments, they would have had an explanation which would have saved a great deal of wear and tear of conscience, and they would have been better prepared to hear a sermon than run the risk of an explosion of their head from a pent-up passion."

No. 2.

EXPRESS LIFE.

"Can you take a box to Albany to-day?" was the question of a good-looking young gentleman, who was trying to raise a crop of hair on his upper lip, but which seemed more like the down on the south side of a peach.

"We will start it to-day, and it will arrive in Albany sometime during the night, provided the train has the good luck to reach there."

"Oh! but it *must* reach there by nine o'clock to-night, at the farthest."

"Had you not better send it by telegraph, then there will be no doubt of its arriving in time?"

"The telegraph man laughed at me when I asked him to do it, and said I had better carry it there myself."

"As it is now near five o'clock, and as it *must* be there by nine, you had better follow his advice. Those gentlemen who work the telegraph understand velocity in a remarkable degree, and I have no doubt they judged correctly when they advised you to take it there yourself."

"I suppose they judged me to be a *fast* young man, from the observations they made, and I was not pleased with them."

"They seldom form an incorrect opinion of those persons who visit them, and I doubt much whether they were mistaken with you."

"What must I do, then?"

"Take the advice of the telegraph operator."

"What! and carry the box there myself?"

"Certainly. You know it *must* be there by nine o'clock, and I know of no other way of its getting there."

And such impossibilities are expected by persons every day. They think that the Express Compa-

nies can annihilate time and space, and run special trains for their special accommodation; and if it is not done, they go off in a huff, and talk as valorously as ever Falstaff did, because they cannot be gratified.

No. 3.

WINTER EXPERIENCE.

"See here, Mister, four weeks ago there was a box sent to me from Saint Paul's, and I want it!" was the savage *request* of a surly-looking fellow, who looked as if he would eat up the whole company, and wash them down with a barrel of hard cider.

"How do you know that, my dear sir?"

"Why, here's a letter that says so."

"When did you receive that letter?"

"This morning, by mail."

"When was it dated?"

"January 10th."

"Come, my friend," said the clerk, "let us make a little calculation about that box, and we may possibly arrive at some conclusion where it is. How much do you suppose was the weight of it?"

"Well, I don't know. There was a saddle of venison, a hind quarter of bear, twenty prairie hens, and quails enough to fill up the chinks. The bear weighed six hundred pounds when he was killed, and the deer was a good one."

"Suppose the bear weighed one hundred pounds, the deer fifty pounds, the hens forty pounds, and

and can imagine that and stand and see what
 things for their special consideration, and if it is
 not that they go in a hall and talk as usual
 only as ever I shall tell, because they cannot be
 finished.

Vol. I

THE NEW YORKER

So far, I think, that I have seen
 for me to the new York and I want to
 see the new York as a whole, and I want to
 see it as it is, and I want to see it as it is
 now, and I want to see it as it is now.

What do you think of my new York?

What do you think of my new York?

What do you think of my new York?

What do you think of my new York?

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What do you think of my new York?
 What do you think of my new York?

the quails ten pounds, making a total weight of two hundred pounds; and, as I suppose you have been in that country in the winter season, you must know what kind of travelling they have there."

"No, sir, I have never been there, and don't know anything about the country, but I suppose it must be wild, or they would not have so many wild animals there."

"Well, it is about the last place where a white man would think of locating, but there is quite a number of that sort of people settled in that neighborhood, and some of them are good fellows, and have compassion on their poor friends here, as has been the case of your friend. But you must know that, at the present time, the snow averages about fifteen feet in depth, any where within 500 miles of Saint Paul's, and it is somewhat difficult to make a passage through it. Uncle Sam sends a mail from there once a week, and it is carried on the back of an Indian or trapper, who makes his way as best he can, to the nearest settlement, on snow shoes. And if it required a month to bring one letter from there, can you think it very strange that your box, which weighs two hundred pounds, should be delayed a little while longer? But there is one satisfaction, which will comfort you some, that the meat is frozen pretty solid, and will therefore keep good. I know that this is 'cold comfort,' but it is the best I can offer you, under the circumstances."

"Well, stranger, I didn't think quite so far as

that, and I suppose that I must wait until it does come. But I tell you what, I just calculated that I was going to live a little on that bear, and I've got to draw the strap a little tighter, and wait patiently."

"As soon as it arrives, we will send it up to you. I hope that you will not experience much inconvenience from the delay."

"I hope not, for I feel a little *wolfish*, at present, and that bear might satisfy me some. Now, don't forget to send it up when it comes, for I'm anxious."

The gentleman departed, and we were not *very* sorry, being under the conviction that his inward man required replenishing, and, for want of bear's meat, he might take a fancy to demolish us for the purpose of making a hearty meal. His box arrived the next day, and it was dispatched to him "quick as the lightning's flash," fearful that he might, in a wolfish moment, pay us another visit.

No. 4.

THE TORPEDO.

We were riding along one day at a pretty rapid rate with a nice little company of railroad men, who were passing the time in relating adventures through which they had passed, when we were startled by a report resembling that caused by a four pounder, and at the same instant was heard the engineer's whistle of "on brakes." Bet your life we jumped when we heard that, for we knew

something was the matter ahead, and the warning given to us made us open our eyes wide. I suppose you have both seen and heard a torpedo, have you not? No! Then I must tell you, that in a small round box, very similar to a blacking box, is placed a quantity of fulminating powder, which explodes upon pressure being applied to it. This box has two tin straps soldered to it for the purpose of strapping it on the rail, and when there is a draw-bridge open, or any derangement of the road, whereby an accident might happen, it is the duty of the flag or station man to hang out a red flag or lamp, and then run some hundred yards and place two or three of these torpedoes on the rail. The engine in passing over causes them to explode with a loud report, and as soon as the engineer hears them he must instantly stop the train. At night, or in foggy weather, when the flag can only be seen at a short distance, these torpedoes are freely used, and thereby the danger avoided.

It was a foggy day when we were coming down, and one of our party, Jack R——, had never heard one of the *things* go off. He thought that some person had thrown a stone against the car, or a piece of wood had fallen from the tender and struck it, and he therefore sat still and wondered what had made us jump so lively like a parcel of Hippodrome performers.

When the train stopped, and he found out that a drawbridge was open just beyond a short curve,

and that the red flag could not be seen for more than twenty yards from the engine, he began to feel all over as if he had been subjected to a cold bath, "and trembled like an aspen leaf in a high wind." Poor Jack ! methinks I can at this distant day see his lengthened doleful countenance, as hard jokes thick and fast came pouring down upon him from our little party; for although he had been travelling on the cars for a year, this was the first time he had heard the explosion of a torpedo, and I doubt much whether he will ever forget it.

No. V.

THE RAILROAD TUNNEL.

Stop a few minutes, and let us look at yonder mountain. Its majestic crown rises nearly to the clouds, and its sides are covered with the evergreen, hemlock and pine, the laurel and the spruce. How often has the painter tried to convey to his canvas its beauties, and how often has he failed, See you that small dark spot near its base? It is the mouth of a tunnel which has been, by human energy, bored through the solid rock for a long distance.

Suddenly, as if from the unboundless depths of the earth, is heard a roaring and shrieking, as though all the thunders of the universe were combined in that one spot, and the ground vibrates for miles around, as if shaken by an earthquake. In wonder and amazement, you believe that the volcanic fires,

and that the best way to get the most out of the book is to read it in the original. The book is written in a very simple and direct style, and is full of interesting facts and figures. It is a very good book for anyone who is interested in the history of the United States, and is a very good book for anyone who is interested in the history of the world. The book is written in a very simple and direct style, and is full of interesting facts and figures. It is a very good book for anyone who is interested in the history of the United States, and is a very good book for anyone who is interested in the history of the world.

THE NEW YORK PUBLIC LIBRARY

ASTOR LENOX TILDEN FOUNDATION

The New York Public Library is a very good book for anyone who is interested in the history of the United States, and is a very good book for anyone who is interested in the history of the world. The book is written in a very simple and direct style, and is full of interesting facts and figures. It is a very good book for anyone who is interested in the history of the United States, and is a very good book for anyone who is interested in the history of the world. The book is written in a very simple and direct style, and is full of interesting facts and figures. It is a very good book for anyone who is interested in the history of the United States, and is a very good book for anyone who is interested in the history of the world.

bound in the deep bowels of the earth, are about to burst forth in all their beauty, violence and terror.

But, ere the mind has time to recover from this impression, you see issuing from that small dark spot upon the mountain side two large, bright glaring eyes, followed by a coal-black iron steed, propelled by a fiery steam; and rushing forward with an impetuosity equal to the wind, it passes beside you, and before you are aware of it, naught is seen save a long, thin stream of light vapor, shaking and curling in the distance like the tail of an enormous serpent, let loose from the bowels of the mountain to scourge and ravage the earth. The track of the railroad is laid through that tunnel, and the engine, with its train of cars loaded with a living freight, has just passed you.

The *Boston Journal* lately published the following:

“WHERE SHALL I DELIVER IT?”—Such was the anxious inquiry of one of the Cambridge Express messengers this morning, as he received a parcel bearing the following superscription:

“Timothy O. Conner, No. 82 Eliate Street, Boston, State of Massachusetts, for Timothy Murphy; please to deliver to Mrs. Laby, North Cambridge. To be left at Porter’s Hotel, Cambridge, Massachusetts.”

THE \$50,000 ROBBERY.

On the 21st of September, 1855, Charles G. Clark, for many years the highly esteemed money clerk of the American Express Co. in this city, received at the hands of the faithful messenger, John Upton, two boxes, purporting to contain \$25,000 each, in gold, sent by Express from the U. S. Receiver at Dubuque, Iowa. For reasons which I shall render presently, Upton suspected that the boxes were *bogus*. Clark was of the same opinion. After remaining in the American Express office, 62 Broadway, an hour and a half, until the President came in, the boxes were conveyed, in charge of Henry Wells, to the office of the U. S. Sub-Treasurer, where they were opened in presence of that functionary and his clerks, and Messrs. Henry Wells, Chas. G. Clark, and John Upton, *and found to contain only bullets, sheet lead and brown paper!*

The inference was, that either at Dubuque, or *en route* to New York, the boxes of gold originally received had been rifled or exchanged for two exactly like them externally, but almost worthless in fact. The feelings of the Expressmen may be better imagined than described. Henry Wells assured the Sub-Treasurer that as soon as his Company should be satisfied that the loss occurred after the gold had been put in charge of the Express at Dubuque, the amount of it would be paid into the U. S. Treasury without delay. In the course of a

few weeks, a thorough investigation at Dubuque satisfied the Company of the fact, and Alexander Holland, the New York Agent, paid into the U. S. Sub-Treasury, of this city, the sum of \$50,000 with interest.

In the meantime, the American Express Co. had offered a large reward for the conviction of the robbers and recovery of the money. Nor did they spare any personal pains to unravel the mystery. The integrity of their agent at Dubuque was above suspicion; nor could they see any reason to doubt the fidelity of any other of their employees who had anything to do with the boxes. Weeks and months passed, and the mystery continued as profound as ever, when unexpectedly a clue was obtained. Two men, William C. Ayer and Oliver King, residents of Lowell, Mass., and known to have been intimate with Samuel C. White, the messenger of the Company between Chicago and Detroit, were very flush of gold coin not long after the robbery, and one of them deposited \$8,000 in gold in the Bank at Haverhill, Mass., accounting for it, when questioned afterwards, by saying that he had been lucky in California. It was ascertained also by Captain Best, the excellent "detective" employed upon this scent, (and to whom, by the way, great praise has been awarded for his sagacity and thoroughness in the case,) that these two men were in Detroit a few days prior to the 17th of September, which was the date of the agent's receiving the boxes in charge.

Upon this imperfect, yet important evidence, Ayer, King, and the messenger, White, were arrested. The latter had been employed formerly by a small Express concern in the Railroad Exchange, Boston.

The trial of the prisoners was commenced on the 18th of June, 1856, at Detroit, Michigan, and lasted several days. Judge Douglass was on the bench, assisted by Judge Wing. Messrs. Emmons and Nye conducted the prosecution, and Levi Bishop the defence.

Upon a table in front of the jury lay four small pine boxes, which attracted almost as much attention as the prisoners themselves. Two of the boxes were the bogus ones, and two were genuine. The testimony was very full and conclusive against the prisoners. Daniel O. C. Quigley, a son of the U. S. Receiver at Dubuque, then acting as his clerk, testified that on the 17th September, (1855,) he packed and delivered to Edwin Hayden, Agent at the American Express office in that place, two pine boxes containing \$25,000 each, in five, ten, and twenty dollar gold pieces, but chiefly the larger coin. The boxes were directed "Assistant Treasurer, New York." They were of a pattern always used by the Receiver for the purpose, and all he used were made by the same man. The witness was in the custom of packing and sending such boxes by express. Only corroborative evidence was elicited upon the corroboration of this witness. Edwin Hayden, the Express agent, testified that

he received the described boxes (marked as containing \$25,000 each, in gold) at the time sworn to by Quigley, and took them himself the next morning, according to custom, to the opposite side of the river, to the cars in Dunleith, and delivered them to J. W. Parker, the Express messenger who was to make the trip to Chicago. His reason for not sending them forward the same evening on which they were received, instead of keeping them all night in the office, because the only express run was on the morning train. The bogus boxes, since shown to him, had hemlock bottoms, instead of pine, as usual—a difference which he would have noticed at any time. He was confident that they were not the ones which he had received and delivered to the Express messenger. James W. Parker testified that he received the boxes of gold, as sworn to by Hayden, and arriving at Chicago at 4.45 P. M., delivered them to Mr. Raynor, the checking clerk at the American Express office.

Alexander Raynor testified that he received the two boxes on the 18th September, from Parker, and locked them up in the safe, where they remained about two hours, until transferred to the keeping of the messenger from Chicago to Detroit, Samuel C. White, now on trial. White's train left for Detroit between 8.30 and 9 P. M. The Express messenger on the night express was not to deliver any way packages. John Sutton, one of the Express drivers, conveyed White to the Detroit cars,

as was confirmed by his testimony. Henry Kip, of Buffalo, Superintendent of the Western Division of the American Express at the time, testified, that on the second Friday after the robbery he had a conversation with White at the office in Detroit, in which the latter admitted that he had received the boxes as stated, and rode with them in the Company's wagon to the depot, and put them into his messenger safe, in the Express car, but took them out when about 12 miles from Detroit. Upon arriving at the depot, he met the Express driver, and putting them and his other packages into the wagon, drove up with him to the Company's office in Detroit. Each messenger always has his own safe and key. The duplicate keys of the safes are kept in the Buffalo office. W. H. Stow testified that he was checking clerk in the Detroit office at the time, the 19th September, and received from White two boxes, which were next delivered to Thaddeus Day, the messenger between Detroit and Buffalo. Day testified to receiving, on the 19th September, two boxes, *said* to contain specie, and locking them up in his iron-bound express trunk. Arriving at Suspension Bridge, he took them from the trunk and put them in the baggage car, but keeping them in sight until his arrival in Buffalo, where he delivered them to the Company's receiving clerk, O. A. Judd; at his request, placing them in the vault. Judd's testimony confirmed Day's. The boxes marked \$25,000 each were brought in by Day about 10

A. M. on the 20th September. They remained in the vault until 2 P. M. Soon after they were delivered to Messenger Mahon, who went in the train East at 4 P. M. Mahon testified to receiving and conveying them to Albany, where he delivered them to John Upton, the Company's messenger from Albany to New York, at the New York Central Railroad Depot, about half-past 4 on the morning of the 21st September. John Upton testified to his careful conveyance of the boxes to the New York office. On the road between Albany and Poughkeepsie, he discovered that the cover of one of the boxes was not screwed down tight, and, on examining it, saw something inside looking more like lead than gold. At 31st Street, upon unloading his freight, he became satisfied that the box was filled with bullets. He readily discovered the difference in the sound of the rattling from the jingling of coin.

Charles G. Clark testified that, in September, 1855, he had charge of the money delivering department of the American Express Company in New York; and on the 21st received from John Upton two boxes, directed to the Assistant Treasurer of the United States, at New York, and each marked as containing \$25,000. In an hour and a half after receiving them, he went with them, in a wagon, to the Assistant Treasurer's office, accompanying Henry Wells and John Upton. Assisting the Treasurer's clerks in opening them, in presence

of them all, he found them to contain bullets and sheet lead, with a piece of paper in the top of each box. Upton had called his attention to one of the boxes before leaving the office.

Henry Wells corroborated Clark's testimony. He had compared the bogus boxes when emptied with those that had been used in the transportation of coin, and observed on the sides of one indentations made by bullets; in the other a deep mark, from which all present inferred that the boxes had never contained coin, for that usually leaves its own stamp. He pointed out to the jury the indentations of coin in a genuine box. Since the robbery, the \$50,000 had been paid into the U. S. Treasury.

William A. Gregg testified that he lived in Boston, and knew all three of the prisoners; on the 3d of September last, fell accidentally into the company of Ayer and King, and travelled with them to Buffalo. They carried only valises.

Alfred H. Stillman, clerk at the Tremont House in Detroit, testified that Ayer and King took lodgings at that hotel on the 7th of September, and left on the 10th. White was with them much of the time. He boarded at the same house: sometimes wanted to borrow small sums of money.

It was proved, also, that shortly after the robbery the three prisoners were seen together upon the Railroad train, and at a hotel in Chicago: Ayer and King were very prodigal in the use of gold coin. About a month subsequent to the robbery,

The first of these is the question of the origin of the human race. It is generally admitted that the human race is of African origin, and that it has spread from Africa to all other parts of the world. The second question is the question of the development of the human race. It is generally admitted that the human race has developed from a lower to a higher stage, and that it has done so in a regular and orderly manner. The third question is the question of the influence of the environment on the human race. It is generally admitted that the environment has a great influence on the human race, and that it has done so in a regular and orderly manner. The fourth question is the question of the influence of the human race on the environment. It is generally admitted that the human race has a great influence on the environment, and that it has done so in a regular and orderly manner. The fifth question is the question of the future of the human race. It is generally admitted that the human race has a bright future, and that it will continue to develop and progress in a regular and orderly manner.



White left the employ of the Express, giving as a reason the utter inadequacy of the messenger's salary to the expense of living. The reason was naturally regarded as valid, for no one could deny the truth of it, and suspicion had not as yet rested upon him. There was evidence of lavish expenditures made by him after his discharge, and of his intimacy with Ayer and King, who in the meantime were investing in real estate, &c. Nor could any evidence be brought forward to prove that they had come honestly by their ill-gotten riches, or obtained it in any other way than by the robbery with which they were charged. The evidence was entirely circumstantial, but it was amply sufficient to satisfy the jury of their guilt. A verdict was rendered accordingly, and the three robbers were sentenced to long terms of incarceration in the State Prison.

No portion of the stolen money was ever recovered, nor dared the Company attach the real and personal estate owned by Ayer and King, and manifestly purchased with the stolen gold. They put an injunction upon its sale, however, and it is still in force.

THE MOST REMARKABLE EXPRESS ROBBERY.

By far the largest and most singular Express robbery that has ever occurred, took place at a time when the business was comparatively new. The following are the particulars: On Thanksgiving Day, (in November, 1843,) Pullen & Copp's messenger started from Albany for New York, hav-

ing in charge, besides his own matters, Pomeroy & Co.'s Express trunk for delivery at the office in this city. A portion of his journey was made in stages, and the last sixty or seventy miles in the steamboat, the river being filled with ice above.

The season was already inclement, for, early as it was, winter had set in. Under the most favorable circumstances, it would have been a very tedious and fatiguing journey. To P. & C.'s messenger it was exceedingly so, for it was a return trip without the usual pause for rest. Owing to the inclemency of the weather and the badness of the roads, he had not arrived in Albany until it was time to start upon his return. Exhausted nature pleaded for repose, but the calls of duty were imperative, and he set out again upon his toilsome way. Few messengers, in these days, have an adequate idea of the hardships of the occupation in those earlier times. We do not say it to the disparagement of the present men. While some of them have an easy though responsible berth, there are numerous Express messengers who work hard for their money, especially in the winter season; and considering the risks which they run, we are free to admit that, as a general thing, they are not paid as well as we could wish they were; but, though the responsibility of the messengers has been materially increased, their work is not as fatiguing as it was at that period, when a portion of every express route had to be travelled (at least in the winter) with stages, wagons, or sleighs.

Poor C. had the hardest kind of a time in getting to New York on the occasion referred to, and we doubt whether he was in a Thanksgiving mood until the day following, when the steamboat reached her pier in this city.

The boat was crowded with passengers and freight, for she was the only medium of conveyance, and the tired messenger was forced to snatch what sleep he got, sitting upon a desk-stool in the clerk's office. Close at hand was Pomeroy & Co.'s Express trunk, which he had ready to deliver to their driver as soon as the boat should have reached the dock. Owing to the uncertainty of her arrival, the Express wagon was not there, and as there was every reason for haste, he concluded that he had better go after it. He went, accordingly, after having requested the clerk to have an eye to his trunk, which he had placed within view, on deck, just outside of the clerk's office. His proper course was to remain with his trunk, and to have sent some one for the wagon, or a cart; but he left it, as we have said: probably he had no idea of its immense value. When he returned for it, the trunk was gone! In a hurry he questioned the clerk, but neither that functionary nor anybody else on board would admit that he knew anything about it. Seriously alarmed, and full of self-reproaches, the unfortunate messenger knew not what to think nor which way to turn. All his inquiries and search for it being unsuccessful, he at length carried the evil tidings to

Pomeroy & Co. It is no exaggeration of the truth to say that they were struck aghast by the intelligence, *for that trunk contained bank notes amounting to several hundred thousand dollars!* A portion of it (\$130,000) consisted of sheets of Union Bank notes, registered, but not signed by the bank officers, and there was about \$60,000 belonging to Drew, Robinson & Co., ready for use. With the exception of a single \$500 note, no description of the money had been retained by the banker in * * * from whom the Express had received it. Crawford Livingston and Major Pullen immediately notified the owners of the notes of their loss, and the description of the \$500 bill was furnished to all the bankers and brokers in the city. Henry Wells, also, had detectives at work to obtain a clue to the robbery. Suspicion rested temporarily upon the unfortunate messenger and two equally respectable hotel keepers, one of whom belonged to Syracuse and the other to New York, both men of property. The three had been seen talking together on the route to New York not many hours prior to the robbery; and coupling this trivial circumstance with the incredible story of the messenger, that he had left the trunk containing so much money upon the deck of the steamer with no one to guard it, the officers thought it afforded sufficient justification for the arrest of the gentlemen! It was a damnable thing to do—bringing temporary odium and life-long regret to these innocent per-

sons and their families; but arrests upon mere suspicion are common, and in this case the two hotel keepers were speedily released, nothing of any account appearing against them. In the meantime, every effort was used by many shrewd heads to ferret out the real robber, but in vain. At length, just one month after the loss, the teller of the —— Bank found among the bills deposited that day by a very worthy firm of German merchants, doing business at No. —— Street, a \$500 note answering exactly to the description, which had been left with him, of one in the stolen package of \$60,000. There could be no question of its identity, and had the teller taken the case immediately in hand himself, and worked it out to its final result, as he might have done very easily, he would have obtained the large reward (\$10,000) which had been offered; but the next day he notified the Express Co. of his discovery, and left all further action in the matter to them. Messrs. Livingston & Wells and Major Pullen, as may well be conceived, pursued the scent with the utmost avidity. The depositors of the note stated that they had received it for a cash purchase of goods, on the day on which they had sent it to the bank, from a German merchant belonging to Milwaukee, named Lackner, whom they believed was still in the city. One of the firm accompanied an officer, in order to identify Lackner, and in the course of a day or two he was seen by them in Broadway, and followed by them to his lodgings in Delancey

Street, where they found him in company with a modest and pretty young woman, whom he had married in New York since the robbery, in which, by the way, it subsequently appeared she had had no hand.

Lackner offered no resistance to arrest, but confessed that he had taken the messenger's trunk from the boat, and covering it with a buffalo robe, conveyed it to his room. He suspected it was valuable, as he knew the Express messengers carried a good deal for the banks, but he was not prepared upon opening it to see it so full of money. And here we must remark, that the trunk had two common inside locks to it, and was not at all like those now in use. The sheets of bank notes, not signed, he said he had put into the stove and burnt up, and this was confirmed to the satisfaction of the President of the Union Bank, and others, for a mass of the cinders, and some unburnt fragments of the bills, were found in the flue of the chimney. All, or nearly all, the rest of the money was recovered.

Lackner was committed to prison, and hung himself the same night. His unhappy bride, so soon a widow, was an object of commiseration. She went soon afterwards, we believe, to Milwaukie, but we know nothing of her subsequent history.

Another Express *astomisher* is known among the craft as the Rochester robbery. It occurred some 12 or 13 years ago in the R. R. Depot at Rochester, in this state. The trunk of the messenger of Wells & Co., containing a very large amount of

bank money, was stolen, and another trunk, exactly corresponding to it in appearance, substituted in its place. In short, it was a plot very similar to that used in the robbery of the two boxes of gold three years ago, and through the exertions of Henry Wells, and that excellent detective, Col. A. M. C. Smith, (now, and for some years past, Freight Superintendent of the American Express,) the robbers were brought to justice, and the money recovered.

Wm. F. Harnden had a great hatred of thieves, and nothing delighted him more than to balk, expose, and punish them. His pockets, when he travelled much in the cars and steamboats, were a trap for the pickpockets abroad, and by this means he would catch them in the act, and put them under arrest. It is said that on one occasion a pick-pocket was a little too much for him, for he succeeded in abstracting the tempting pocket book, (full of worthless notes,) without his knowing it, greatly to the expressman's chagrin.

At the outset of Harnden's brief but glorious Express career, the people of the very sedate and virtuous city of Boston were horrified one morning by the announcement in the papers, that during the night the store of the jewelers, Jones, Lows & Co., had been robbed of more than \$30,000 worth of silver plate. Either \$3,000 or \$5,000 were offered as a reward for the conviction of the robbers and recovery of the property. The police officers (in those "good old days" called constables) were on

the *qui vive*. Derastus Clapp, the famous detective, was on the alert; but it was reserved for an expressman to obtain the clue and ferret out the robber. Harnden stuck to his express duties as usual, but, nevertheless, his active brain was busy, and the requisite senses were bent upon discovering who stole the silver plate.

It was not long before his skill and untiring perseverance were rewarded. He traced the robbery home to its perpetrator—a noted villain whom he had seen often in the cars—and, with the valuable assistance of Clapp, the robber was arrested and all the stolen goods recovered. The officer, we believe, received the reward, or a portion of it. Harnden generously declining to receive a share of it, was presented by the grateful jewelers with a valuable gold watch suitably inscribed.

EXPRESS ROUTINE.

THE QUALIFICATIONS AND DUTIES OF AGENTS, MESSENGERS,
CLERKS AND DRIVERS.

Extraordinary care and judgment should be used by Express proprietors and superintendents in the selection of their agents, clerks, messengers and drivers. Indeed, however humble the duty of the employee, it is in his power (or he may be made a tool in the hands of designing knaves) to injure the Express Company.

The mass of men—even those familiar with mer-

cantile affairs, are not adapted naturally to the duties of Express agents. It is of some importance that the agent should enjoy the respect and friendly regard of the community in which he is located; but this of itself does not fit him for his duties. He should be constantly alive to the responsibility of his position, assiduous in his attention to the work assigned to him, and prompt in the execution of it. Accustomed to receiving and forwarding large amounts of money and valuables, his natural tendency is to suffer his watchfulness to diminish, which of course is wrong. A want of caution is inherent in mankind. We see or hear of this failing constantly, even in those whose lives are a constant scene of danger. The soldier and sailor are proverbially careless. The engineer, upon his locomotive, dashing along by the brink of precipices, over a route strewn with the *debris* of numerous railroad catastrophies, has been known to sleep at his post. It was but for a minute or two, perhaps, and it may have been a very rare thing, but carelessness almost as great as that is by no means uncommon. It cannot be wondered at, then, that Express agents and their clerks should in some instances prove to be lacking in watchfulness; still it does not justify them, and the employee so offending should be immediately discharged. The company has too much at stake to intrust it to such hands. When we reflect that *millions of dollars*, in charge of the Express, are

in transitu daily, entirely at the mercy of the agents and messengers, the importance of having only those who are faithful and careful, constantly, demands no further demonstration. The employees who are to fill these responsible berths should be selected cautiously, and never with a view to their cheapness. Their antecedents (to make use of a term which has lately come into fashion) ought to be carefully inquired into, and their present habits, too, are a fit subject for consideration. Had this been done in the case of one messenger, at least, it would have saved him from a crime which has carried him to a State Prison, and the Express Company from a loss of not less than \$30,000.

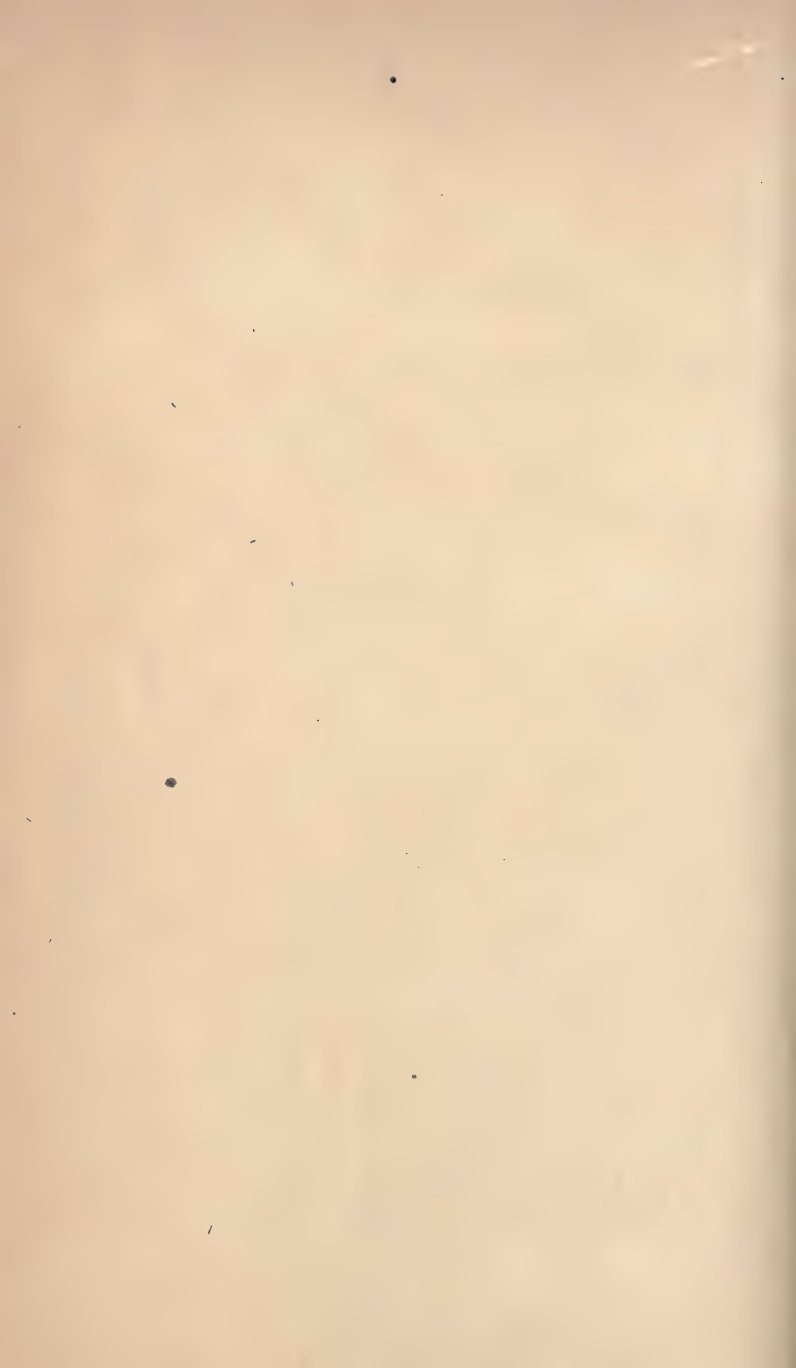
What we have said of the necessity of watchfulness in Express agents will apply with equal, or perhaps greater force to Express messengers. They should always bear in mind, that great as is their bodily exposure to accidents, their reputation should be as dear to them as life or limb. In case a loss occurs of any money parcel or valuable package in his charge, the messenger has to bear no inconsiderable share of the *onus* of it. The uncharitable and mean-minded will not hesitate to suspect him of the robbery, however irreproachable may be his moral character. It behooves him, therefore, to be always vigilant and attentive to his trust.

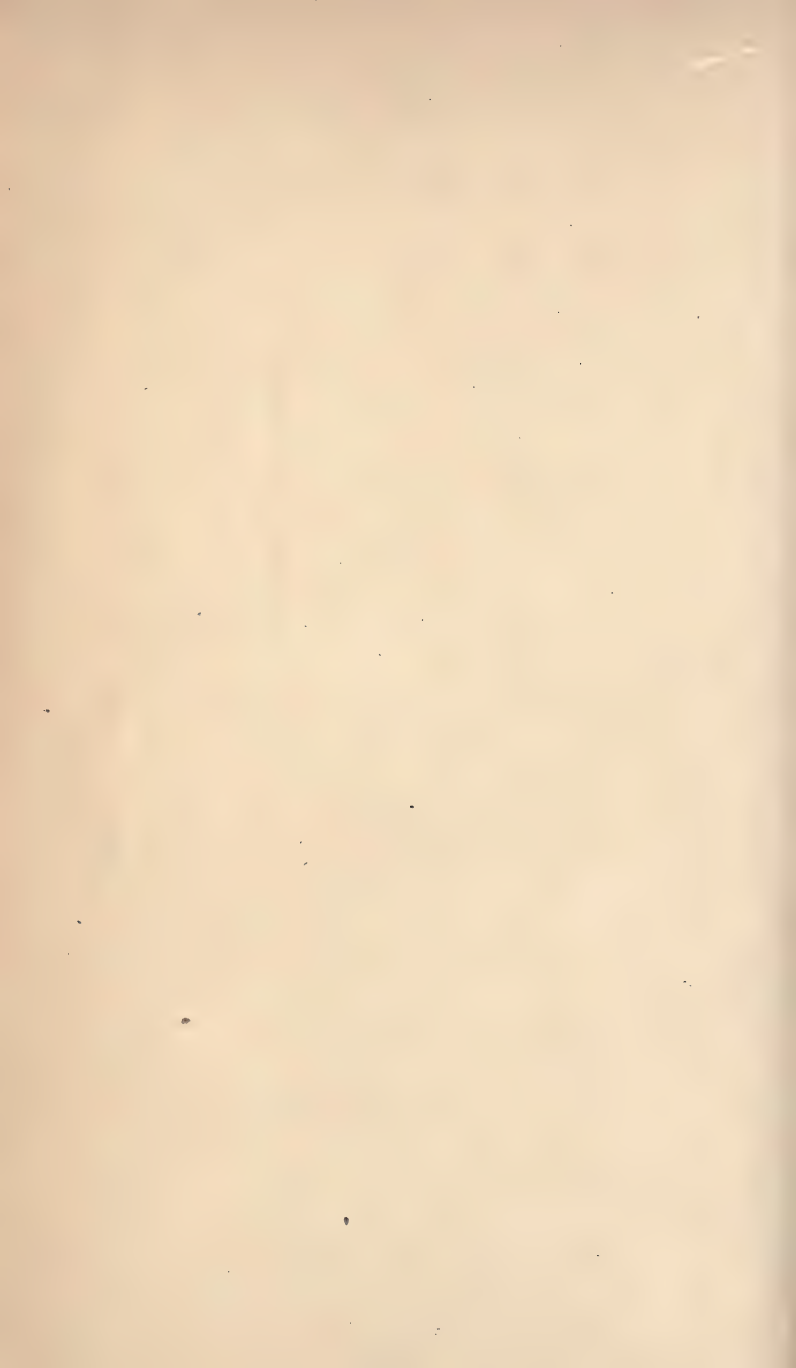
Express clerks are usually a very worthy class

of men, but there are exceptions, of whom the most frequent complaint is, that they are uncivil to customers, especially when in a hurry. Such fellows do far more hurt than good to the company whose misfortune it is to employ them.

To be a good Express driver is *prima facie* evidence of gentlemanly traits of character. He is no mere Jehu, but honorable, intelligent, shrewd, polite, though off-hand, and zealous in the work. If the driver is not all of this, he is not fitted for his place.







STATEMENT OF WAY BILLS, ALBANY TO NEW YORK, JAN. 1858.

		EXPENSE.	ALBANY.	N. YORK.
January	1	\$5 13	\$18 62	\$22 25
	3	5 75	6 87	23 12
	4	13 25	7 37	27 25
	5	1 29	9 87	13 87
	6	7 50	5 88	21 12
	7	7 38	12 25	23 62
	8	21 67	7 87	17 13
	10	3 25	8 12	25 12
	11	3 88	5 00	22 62
	12	53 98	7 12	23 12
	13	2 50	8 08	16 50
	14	11 75	11 25	18 62
	15	5 63	5 87	17 00
	16	5 75	9 25	18 00
	17	2 63	15 25	16 87
	18	6 50	6 12	17 87
	19	2 75	6 37	15 37
	20	68 00	9 50	28 50
	21	1 88	4 87	21 62
	22	82 50	9 12	20 38
	24	4 50	14 00	21 50
	25	14 63	11 12	23 50
	26	4 25	5 12	14 87
	27	2 75	14 87	22 00
	28	2 23	6 37	18 06
	29	2 50	4 00	23 25
	31	2 50		
		\$343 83	\$229 13	\$533 13

STATEMENT OF WAY BILLS, NEW YORK TO ALBANY, JAN. 1858.

		EXPENSE.	ALBANY.	N. YORK.
January	1	\$30 81	\$30 88	\$1 87
	3	28 38	21 75	3 37
	4	73 94	48 75	4 50
	5	23 50	38 02	4 42
	6	8 50	20 37	2 37
	7	29 79	23 12	2 25
	8	27 40	27 75	7 5
	10	38 88	44 25	3 00
	11	44 12	20 12	4 75
	12	15 13	21 50	1 00
	13	12 76	26 00	9 00
	14	14 50	19 75	4 63
	15	43 05	33 12	4 37
	16	23 75	14 25	4 75
	17	29 35	23 25	300 75
	18	43 25	31 13	1 62
	19	77 48	36 62	1 50
	20	52 55	31 13	1 50
	21	88 01	25 00	7 60
	22	14 85	17 13	1 47
	24	32 13	23 87	3 55
	25	12 70	21 13	5 60
	26	12 63	15 87	8 30
	27	10 88	21 00	4 12
	28	11 50	21 00	2 50
	29	21 63	30 88	8 25
	31			
		\$821 47	\$687 75	\$397 79



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S8

14 DAY USE

